

AUGUST 2021

MOTORSPORT

THE ORIGINAL RACING MAGAZINE

BRITISH GP EXCLUSIVE

L A N D O

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DAD'S E-TYPE

SILVERSTONE'S
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RICHARD MILLE



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OF COURSE, YOU KNOW THAT YOU'RE sitting in Jenks's driving seat," said the man at the wheel of the E-type as he taxied towards the start line.

"This car was originally left-hand drive but was converted to right at some stage before I owned it. So what is now the passenger seat is where Jenks would have spent most of his time."

So there I was, on a summer's day, sitting in Jenks's spot about to zoom up Shelsley Walsh. It doesn't get better than that.

The occasion was a celebration of the 60th anniversary of the E-type, called E-type 60, which had been conceived and arranged by the publisher and E-type enthusiast Philip Porter. There was a staggering array of important cars present including E2A, the first Lightweight racing E-type BUY 1 (now 4 WPD) and Porter's own E-type from *The Italian Job*.

By comparison the car I was in - a standard 4.2-litre Series 1 model, registration FPL 660C - was perfectly ordinary. Apart from its history. And more specifically, the relevance of that history to me.

The car was used by Denis Jenkinson as he toured Europe filing his famous race reports as *Motor Sport's* continental correspondent, bylined DSJ. Strictly speaking it was his company car since it was registered to Teesdale Publishing of City Road, EC1 (*Motor Sport's* then offices).

And it was certainly used for company business. The current owner, Roger Falcon, a surveyor who bought the car in 2006, is a *Motor Sport* reader and has compiled a logbook of its journeys based on Jenks's magazine reports.

The sheer variety and number of meetings is astonishing. Take for example the very early days of Jenks's ownership. Here is how he ran the car in after taking delivery on March 12, 1965.

On March 13 he travelled to Brands Hatch for the Race of Champions to see a field that included Jim Clark, Dan Gurney and Graham Hill. The following week he was at Silverstone for a BARC meeting, then up to Harrogate for the Mobil Economy Run which saw competitors attempt to complete a route using as little fuel as possible in an early version of hypermiling.

Then after stopping at Goodwood for the Easter Meeting he was off across the Channel...

On April 23 he and the E-type were at Pau for a Formula 2 race, although there is a hint of disappointment in his report: "The circuit,

THE EDITOR



Editor Joe Dunn with Roger Falcon in the E-type formerly owned by *Motor Sport*

**"Jenks
clocked up
around
20,000 miles
in nine
months"**



THIS MONTH'S COVER IMAGE:
Shot on location in Woking
by Jayson Fong

round part of the town and through the Beaumont Park, has remained unchanged, though the character of the event has seen various changes, and it is rather sad to see a race that was once a full-blooded Grand Prix event become a Formula 2 race for the second year running."

Still, he was back at Oulton Park briefly at the end of April then on to Sicily on May 3-9 to watch the Targa Florio. The following week he was at Spa for the 500km then across to Germany for the Nürburgring 1000km.

Then it was back in the E-type for a 700-mile blatt to Monaco for the Grand Prix where the overcast weather on the Sunday was "awful for Monte Carlo, but perfect for racing" to watch Graham Hill win his third successive Monaco GP and deliver what Jenks regarded as one of his best races to date.

After a sojourn to Modena and Mugello, Jenks and the E-type were heading back north up to Spa for the Belgium GP on June 11-13, then on to Le Mans on June 18. Incidentally, Jenks's report didn't mention any controversy about the race winners Masten Gregory and Jochen Rindt and a supposed third driver, Ed Hugus, lending credence to Doug Nye's subsequent investigation that debunked the theory.

But that was all still to come. In the meantime Jenks was on the road again to Clermont-Ferrand for the French GP on June 25-27, then back to Silverstone for the British GP on July 8-10 followed by the German GP at the end of the month. Throw in a drag racing festival in Surrey, bike racing at Silverstone, a Mercedes press trip to Hockenheim, the Italian GP and it's fair to say that the E-type had an eventful first summer in Jenks's hands. A rough calculation shows that he clocked up around 20,000 miles in those first nine months.

Roger Falcon thinks the car was converted to right-hand drive when Jenks returned full time to the UK in the mid-1970s. It was replaced by another E-type, this time a Roadster.

"I still run the car as much as I can," Roger told me at Shelsley. "It was a working car and I like to keep it working."

Jenks would have approved.

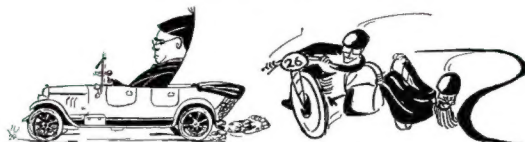
Joe Dunn

Joe Dunn, editor
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NEXT ISSUE: OUR SEPTEMBER ISSUE IS
ON SALE FROM JULY 21

MOTORSPORT

IN THE SPIRIT OF BOD AND JENKS



Editorial

+44 (0) 20 7349 8484

editorial@motorsportmagazine.com

18-20 Rosemont Road, London NW3 6NE, UK

EDITOR Joe Dunn

EDITORS-AT-LARGE Gordon Cruickshank
and Simon Arron

GRAND PRIX EDITOR Mark Hughes

ART EDITOR Owen Norris

CHIEF SUB-EDITOR Lee Gale

DIGITAL EDITOR Dominic Tobin

STAFF WRITER Jake Williams-Smith

DIGITAL WRITER James Elson

CONTRIBUTING EDITORS Andrew Frankel,
Doug Nye, Mat Oxley

SPECIAL CONTRIBUTORS Gary Watkins,
Robert Ladbrook, Simon de Burton, Damien Smith

PICTURE LIBRARIES Getty Images, DPPI,
Grand Prix Photo

Advertising

+44 (0) 20 7349 8484

sales@motorsportmagazine.co.uk

COMMERCIAL DIRECTOR Sean Costa

COMMERCIAL MANAGER Mike O'Hare

ADVERTISING MANAGER Paula Trainor

SALES EXECUTIVE Connor Garnett

Publishing

MANAGING DIRECTOR Giovanna Latimer

FINANCIAL CONTROLLER Niall Colbert

ACCOUNTS ASSISTANT Eitan Kropp

HEAD OF DIGITAL Zamir Walimohamed

BRAND & E-COMMERCE MANAGER Tim Cooper

SUBSCRIPTIONS MARKETING MANAGER Samantha Nasser

MARKETING EXECUTIVE Jess Hollier

FOUNDER EDITOR Bill Boddy MBE

PROPRIETOR Edward Atkin CBE

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Details matter.



If an £800,000 Aston Martin V12 Speedster doesn't feel exclusive enough then the company has it covered: a version of the road car, which we review on page 42, with added racing accoutrements. The speedster DBR1 specification is said by the marketing department to pay homage to their 1959 Le Mans conquering cars. They feature the same racing green paint colour plus white roundels and come with two special racing helmets finished in the same shade of green as the body. Roy Salvadori and Carroll Shelby would have been proud...

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MATTERS *of* MOMENT



Toyota finally faces a new challenger

New Glickenhaus Le Mans Hypercar entry finally makes its World Endurance Championship debut in Portugal

FEW RACING CARS HAVE BEEN AS EAGERLY anticipated as this one. Yet the machine in question wasn't built by an established manufacturer or constructor but by a *garagiste* with big ambitions in the world of sports car racing. The Glickenhaus Le Mans Hypercar made its belated debut in the FIA World Endurance Championship at the Portimão 8 Hours in mid-June.

The story of Jim Glickenhaus and his bid to take on the might of Toyota in the WEC this year and then Peugeot, Ferrari, Porsche, Audi *et al* in seasons to come has captivated

the sports car world. There were probably as many people hoping that the fast-talking American's baby would fail in Portugal as there were people rooting for it.

It's hard to judge after the events at the Autódromo Internacional do Algarve who will be best pleased, the doubters or the backers. It was an event of mixed fortunes for the brand new Glickenhaus-Pipo 007 LMH shared by Romain Dumas, Ryan Briscoe and Richard Westbrook.

Westbrook called it "a good base to build on" after opening practice for the Portimão

race. And his comment held true for the rest of its maiden weekend in the WEC.

There were flashes of speed, most notably when it outpaced the Toyotas in third free practice, but the car wasn't consistently fast. It was for the most part reliable, but there were glitches throughout the weekend.

Most significantly, the Glickenhaus did finish the race, albeit well down in 30th place overall after a long delay in the pits because the clutch needed changing following an on-track clash with a pair of GTE entries - for which Briscoe was to blame after misjudging

JOAO FILIPE, PAULO MARIADOPPI



Top: Toyota celebrated another one-two finish in Portugal, but were at least run close by the Alpine team, which secured pole aboard its old LMP1 chassis. **Right:** BMW will be back in top-flight sports car racing for the first time since 2000 with a new LMDh project aimed for 2023. It won Le Mans in 1999 with this V12 LMR



his move. However, such misfortune was important for a team looking to learn about its new machine as well as competing in a new arena. The data accrued from Portimão will be vital in the Glickenhaus dream to take on the very best at the pinnacle of sports car racing. It's too early to start making predictions about what the 007 can achieve come the Le Mans 24 Hours in August, but all things considered it was a decent start for the plucky minnow and signalled good things for any other similar privateer projects set to emerge in the new Hypercar era.

British driver Alice Powell will be eyeing an improvement on her third-place points finish in the 2019 series



W Series hopeful targets big British GP weekend

WSERIES, THE PIONEERING ALL-female racing championship, will touch down at Silverstone in July where it will act as support race for the British Grand Prix.

The series is due to run at eight grands prix this year, starting with the two Austrian rounds before arriving at the home of British racing. It is a high-profile chance for the series to win over new fans and prove the critics wrong.

Alice Powell, who came third in the series in 2019 (there was no racing in 2020 due to Covid) told *Motor Sport* the programme of support races offered a golden opportunity for the series: "It would mean everything to win the championship, especially this year when it's on the F1 support bill. The credit W Series is receiving from the FIA and F1 in only its second year is incredible."

Powell, who was the first woman to win a Formula Renault championship, said she was

particularly excited about the British round: "The race I'm looking forward to is the British GP. It would be very strange if I wasn't looking forward to that one. Racing in front of my home crowd will be incredible and I've been lucky enough to go to a few home grands prix and the atmosphere is always good."

Jamie Chadwick, who won the title in 2019, remains favourite to defend her crown this term. "You have got to look at Jamie as the champion with the title to defend," added Powell. "She had a year racing in Formula Regional last year so she's had time in a car and you know she's going to be up there."

Jamie Chadwick returns as defending champion, and has since secured a Williams F1 role





Choices, choices...
the Schumacher-driven
1991 Jordan or Lewis
Hamilton's 2010
race-winning McLaren?

You wait ages for an iconic F1 car to come up for sale...

LIKE THE PROVERBIAL BUSES, TWO F1 cars driven by world champions have suddenly appeared for sale, although the fare to ride these historic racers is, as you would expect, steep.

The 7 Up-liveried Jordan 191 used by Michael Schumacher in practice at the 1991 Belgian Grand Prix - his F1 debut - is on sale at Speedmaster Cars with a price tag of £1.25m. Then aged 22, Schumacher caught the attention of rival teams by qualifying seventh in this 191, ahead of team-mate Andrea de Cesaris (11th). In the GP itself, de Cesaris raced in the car but retired with three laps remaining, having at one point been second.

The 191 might have oodles of F1 romance and also be astoundingly good-looking but it stands in the shadow of a 2010 race-winning, Lewis Hamilton-driven McLaren MP4-25, which will be auctioned by RM Sotheby's in a single-lot sale on Saturday afternoon at the British Grand Prix (July 17). Hamilton steered Chassis 1 to victory in the 2010 Turkish GP.

During the bidding, the car will be (carefully) driven at high speed around the Silverstone circuit. Its estimate is upwards of £3.5m. This is the first time a Hamilton F1 car has ever been offered for public sale.

LAT ©2021 COURTESY OF RM SOTHEBY'S

Capito takes the reins at Williams

HAVING TRANSFORMED VOLKSWAGEN into a modern rallying powerhouse in the space of just a few years, Jost Capito will now attempt to work his magic on reviving Williams' competitive prospects in Formula 1, having taken over as leader of the F1 team.

Capito, 62, was announced as CEO of Williams back in December, but will now take on the team principal role, prompting former boss Simon Roberts to leave the squad.

Capito has four decades of motor sport management history, having started at BMW

before moving on to hold key technical roles with Porsche, Ford and then Volkswagen. He joined the German giant in 2012 and within just four years delivered a hat-trick of both drivers' and constructors' World Rally championships.

During his first few months with Williams, Capito identified a lack of cohesion between its trackside and factory engineering branches. This restructure is aimed at bringing the two teams together to develop towards a common goal. It will likely come too late for George Russell to get among the points this year.



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Audi Sport confirms Dakar 2022 driver line-up

IN NOVEMBER 2020, AUDI MADE THE stunning announcement of its intention to compete in the 2022 Dakar Rally, using an off-roader with a powerful electric drivetrain, *above*. And to prove it isn't heading to the desert to make up the numbers, Audi Sport managing director Julius Seebach has announced a "dream team" of drivers.

The trio are 14-times Dakar winner Stéphane Peterhansel, who moves from X-Raid Mini JCW, two-times DTM champion Mattias Ekström, who has a long association with the manufacturer, and 59-year-old former WRC champion and three-time Dakar winner Carlos Sainz, who finished third in this year's Dakar.

"I'm really proud to be part of the Audi family and of this amazing project," Sainz said. "It's an iconic brand that ventures into Dakar with a pioneer goal - to win with an electrified car. Let's do it!"

Audi's Andreas Roos added: "In the end, it is the drivers and co-drivers who make the difference at the Dakar Rally."



Peterhansel, Ekström and Sainz, co-drivers Boulanger, Bergkvist and Cruz, and, front, Audi's Julius Seebach and Andreas Roos

AUD: GETTY IMAGES

Ojje played a key role in helping McLaren rise to immense grand prix success during the 1980s



McLaren mourns Mansour Ojje

HE MAY NOT HAVE BEEN THE MOST prominent name in the paddock, but the recent death of business magnate Mansour Ojje will be felt across the grid, especially at McLaren, a team he helped to so much success during 37 years as a shareholder.

Ojje died at the age of 68 on the day of the Azerbaijan Grand Prix. He had battled illness for quite some time, and played a low-key role with the Woking team following a double lung transplant back in 2013 to tackle a rare and progressive breathing disorder.

Having started his F1 involvement by sponsoring Williams, the French-Saudi Arabian businessman was instrumental in McLaren's rise to prominence during the 1980s, having facilitated the team's switch to Porsche engines in 1983 via his Techniques d'Avant Garde (TAG) technology company.

TAG funded the development of the turbocharged Porsche heart that powered Niki Lauda to the 1984 title, just ahead of team-mate Alain Prost. Ojje took up a place on the McLaren board and oversaw the ultra-successful Honda era and the signing of Ayrton Senna, before Mercedes-powered titles for Mika Häkkinen and Lewis Hamilton. He was also instrumental in ousting Ron Dennis from the company in recent years.

In total, McLaren enjoyed 10 Drivers' and nine Constructors' championships with Ojje. His 29-year-old son, Sultan, had already taken up his place on the boards of both McLaren Racing and McLaren Group.

McLaren Racing head Zak Brown said: "Mansour was a true racer in every sense. Ultra-competitive, determined, passionate and above all, sporting. He was a titan of our sport."



Moss memorial unveiled

ONE OF BRITAIN'S BEST LOVED MOTOR sport venues has paid tribute to one of Britain's greatest drivers. Shelsley Walsh last month unveiled a permanent memorial to Sir Stirling Moss, who started his career in speed hillclimbs and competed at the Worcestershire track during his formative days.

At his first attempt back in September 1948 Moss won his class and a year later returned to set the speed record for an unsupercharged car up the hill.

The unveiling of the plaque took place ahead of a weekend celebrating the 60th

anniversary of the Jaguar E-type, with both occasions organised by the publisher Philip Porter. The memorial was unveiled by Porter and *Motor Sport* editor Joe Dunn. Porter said: "Stirling was my great hero and he went on to become one of the world's greatest racing drivers and forge strong links with Jaguar."

Joe added that it was a privilege for this magazine to help unveil the memorial. "Stirling was a true friend of *Motor Sport* throughout his life and I can't think of a more appropriate place to honour him than here where it all began."

UK pupils lift F1 trophy

BRITISH TECHNICAL SUCCESS IN Formula 1 - but this wasn't televised. In June Britannia Red, a team of 16- and 17-year-olds from Robert May's School in Hampshire, beat 42 rivals from 18 countries in the F1 in Schools championship. F1 president and CEO Stefano Domenicali announced the winners via Zoom.

F1 in Schools encourages pupils into STEM areas by tasking them to design, make and race a miniature F1 car using all the full-size tools including CAD, CFD and wind-tunnel testing. There's a tight rule book and a standard power unit - a compressed air cartridge - with a dragstrip race-off. Strong links with the F1 industry can lead to internships, and scholarships from University College London.



Cornwall streets ahead of Europe

SCRAP THOSE DREAMS OF WAFTING through Tuscany and pour cold water on thoughts of cruising the Amalfi Coast, it turns out a blast down the A30 from Bodmin to Penzance is what you really need.

Okay, so perhaps that's not the exact trip in question, but Cornwall recently outgunned all of Europe's most famous driving destinations to top some research by Honda into the 'most pinned' driving routes of the last year.

Using social media platform Pinterest as a guide, Honda ran the numbers across 650

European destinations to count the amount of locations users had flagged for their travel plans.

Cornwall won out with 78 'boards' (26 ahead of Tuscany) dedicated to discussing the peninsula's coastal roads. It also coincided with a 50% boost in Google searches for Cornish road trips between January and March 2021.

It represents a resounding win for the UK - and one in no way conveniently influenced by the fact you don't need a PCR test to go to Cornwall, or a flight, or a visa, or a Carnet, or have to quarantine... Pasty, anyone?

GRAND PRIX PHOTO, GETTY IMAGES;
CLAIRE WOOD PHOTOGRAPHY



1959 Jaguar XK150 3.4-Litre
'S' Roadster (RHD)

1958 Jaguar XK150 3.4-Litre
'S' Roadster (LHD)

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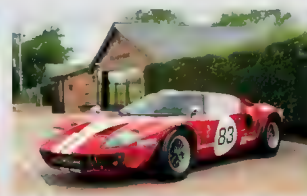
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MARK HUGHES

"It's not a new thing that Red Bull's stops are faster but now it really matters"

THE PITSTOPS OF MERCEDES have come glaringly under the spotlight this season as the team fights for the world championship with Red Bull. It's not a new thing that Red Bull's stops are faster - it holds the record for changing all four wheels in 1.82sec, accomplished at the 2019 Brazilian Grand Prix - but it's the first time it has really mattered.

Previously its cars weren't fast enough for pitstop times to be a deciding factor in a championship. This year they absolutely are. Since the beginning of the hybrid era, which Mercedes has so dominated, Red Bull's qualifying deficit to them has been as follows:

2014 - 0.83sec

2015 - 1.17sec

2016 - 0.72sec

2017 - 0.76sec

2018 - 0.48sec

2019 - 0.39sec

2020 - 0.58sec

After six races this season any difference between them would need to be measured to three decimal places of a second (it was 0.002sec in Merc's favour); they are absolutely neck and neck in performance. But not in the pitlane, where a Mercedes stop typically takes around 1sec longer than that of a Red Bull. That's if the Mercedes pitstop even goes smoothly. The refusal of Valtteri Bottas's front-right wheel to come off at his stop in Monaco was just the most extreme of the glitches suffered in the Merc pits this year.

At Bahrain a delay of 8sec at Bottas's second stop prevented him being used to force Verstappen in early and thereby aid Hamilton's victory bid. At Imola, Hamilton's attempt at overcutting past Verstappen at the first stops was foiled when there was a delay of around 3sec removing both front wheels.

The more often it happens, the bigger the pressure heaped upon the Mercedes guys as the stops loom. Given that the stakes are

the world title itself, that pressure will only intensify. So what is going wrong?

The most obvious is that Mercedes has not paid as much attention over the years in how to shave those fractions off at the stops. It has devoted all its resource into what it saw as the more productive area of car development, keeping it faster, so much faster that pitstop differences were second or third order. Red Bull, by contrast, with a car that was never quite fast enough has been looking at every possible area and squeezing every gram of possibility from it. Its pitstop equipment, notably the guns and jacks and the way they attach, the allowances they make for different ride heights, their articulation and quick release, is simply better. A lot of money has been spent on developing it. Now they have a car as fast as Mercedes, that difference is proving crucial.

There was a little-noticed technical directive issued in June of last year - when Mercedes still had a big car advantage - prohibiting teams from further developing their pitstop equipment. In the drive to reduce costs during the pandemic, their pitstop equipment was effectively homologated. Teams had to provide the FIA with details of their existing equipment by the end of September, and whatever they had then is what they would have throughout the remainder of that season and the next.

Given the price of the equipment and of developing it, it's easy to see why this was an easy target in the drive to cut costs. A front jack? Go on, have a guess how much? Yes, £250,000. Wheel guns - around £5000 off the shelf but with tailor-made mods, probably more like £10,000 each - and the team needs around 24 of them. There's another quarter-million.

So Mercedes has found itself stuck with inferior pit equipment at just the moment pitstop speed has come to matter way more than before - because its car has lost its advantage. There's another possible cost cap-related factor in this too. As part of the drive to bring itself under this year's cost cap, Mercedes has used more metal in its suspension and less carbon fibre. Might that be radiating more heat to the hubs and splines, making the wheels 'stickier' to come off? The metal expands with heat, different metal at different rates. As we saw in Baku, the Merc's difficulties in generating front tyre temperatures - more extreme with the '21 tyres and aero regs - means them using some quite extreme measures in directing brake heat to the rims and thence the tyres. This too may be contributing to the problem.

What they've got is what they've got in terms of pit equipment. So Merc's emphasis has to be on developing the car. But there's a problem there, too. So tight up against the \$145m (around £102m) cost cap are the top teams that it's difficult to develop your way out of a problem by making the car significantly faster. Merc's ability to out-perform Red Bull

"Mercedes has been compromised by a £1m accident bill from Imola"

in the development race has been compromised by a £1m accident damage bill from Imola (where Bottas and George Russell collided). Again, F1's eye-watering costs make this a serious problem. A front wing assembly: £175,000. A rear wing/crash structure assembly: £200,000. Bodywork: £300,000.

You begin to get an idea of the scale of the problem...

Since he began covering grand prix racing in 2000, Mark Hughes has forged a reputation as the finest Formula 1 analyst of his generation. Follow Mark on Twitter @SportmphMark



MAT OXLEY

"Stoner's skills allowed him to ride around the Desmosedici's problems"

IN OCTOBER IT WILL BE TEN YEARS SINCE Casey Stoner won his second MotoGP World Championship, a success he followed six months later by announcing he was quitting, while at the top of his game.

The Australian is rated as one of the greatest MotoGP riders of all time, so his two world titles and 38 victories don't really do justice to his talent. However, the fact that he won his first title - in 2007 - with Ducati offers some insight into his riding skills.

Ducati has been in MotoGP since 2003, but Stoner remains the only rider to have won the crown for the Bologna marque. The company's hugely powerful Desmosedici has never been easy to handle and has befuddled many a world champion, most famously Valentino Rossi.

Stoner's otherworldly skills allowed him to ride around the Desmosedici's problems as if they weren't there. He was probably the first rider to overlay the front brake and throttle, using both at the same time in corners to increase front grip and turn the bike.

Most of all he was adaptable, adjusting his technique corner by corner, to get the best out of a machine in any given circumstance. Some of this ability was hardwired into him from the age of four, when he started racing Aussie dirt track. This discipline takes place on an oiled dirt surface, which changes constantly, so the rider needs to fine-tune what he's doing every lap.

"I think a lot of riders fit their one style and they want to do the same thing each week," he says. "But each track is different, each corner is different, so you need to react differently.

"I didn't have one style. I was more adaptable than most - that's why conditions didn't matter and circuits didn't matter. During practice I'd always try to get the bike doing exactly what I wanted, but when it came to crunch time I adapted to what I had and made the difference myself. You've got to forget everything you think you know. You can't be

proud in the slightest about what you think you can do and you have to ride the bike how it needs to be ridden. You've got to succumb to the bike."

Stoner won his second MotoGP championship with Honda in 2011, taking 10 wins from 17 starts. The following season when he told them he was planning to retire the company offered to double his salary. He said no and doesn't regret it. Much.

"I'm not going to lie," he grins. "The last offer I got, maybe I was stupid to turn it down, but you're either someone who does it for the love or someone who does it for the money. I made more money than I ever imagined, so I've been very happy with my decision."

Nine years after he retired Stoner still takes an interest in MotoGP, even though he doesn't like what he sees. Indeed one reason he quit was because he didn't appreciate what rights-holder Dorna was doing to the championship.

Most of all he hated a swathe of cost-cutting regulations written in the wake of the global financial crisis, including the introduction of MotoGP bikes powered by superbike engines. "It's like putting touring cars in Formula 1," he sneers.

He also objected to a rule that banned Moto2 and Moto3 riders from using campervans in the paddock, to make room for corporate hospitality units. Overnight the paddock was transformed from bustling global village to glitzy marketing mall.

"I still don't like the direction MotoGP has taken," he continues. "I'd like to see the purity come back, rather than the electronics controlling the bikes on the gas and the winglets controlling the front end. All the bikes are basically clones of each other which is why they run so close together."

Never one to shy away from controversy, Stoner has a particular dislike for the latest

version of Ducati's Desmosedici, with its huge F1-inspired aerodynamic wings.

"It's a monstrosity, that bike. I'd love to get some of the regulations changed to get half the stuff that's on MotoGP bikes ripped off. MotoGP doesn't need wings and everything - it seems to be going in the F1 direction."

Sadly, Stoner has bigger things to worry about now. Three years ago he was diagnosed with chronic fatigue syndrome (CFS), otherwise known as ME (myalgic encephalomyelitis). The illness has had a huge impact on his life.

"I didn't believe CFS existed but it's been terrible," says the 35-year-old, who lives on Australia's Gold Coast with wife Adriana and their two daughters. "It started after I had my injured shoulder reconstructed in 2018. When I started training after the operation I was collapsing halfway through gym sessions. I spent six months never getting any further than

from the bedroom to the couch. That was it, that was my day.

"For two years I was completely useless, even with my kids. I had no energy to do anything with them; I was just trying to survive. Then I'd have a few good days and think I was coming out of it, so I'd do a few things and then I'd spend another few weeks on the couch. I've

learned to accept it - but I'm not going through cancer. It's debilitating but it's not the end of the world."

This year, finally, Ducati may win its second MotoGP crown. At the time of writing Ducati riders Jack Miller, Pecco Bagnaia and Johann Zarco are all in the title hunt aboard 2021 Desmosedici's, a much easier ride than the 2007 iteration.

"MotoGP doesn't need wings. It seems to be going in the F1 direction"

Mat Oxley has covered motorcycle racing for many years - and also has the distinction of being an Isle of Man TT winner

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DOUG NYE

“Mansour Ojeh said: ‘Why do I have to go to Italy to buy a supercar?’”

SADLY, THE EARLY DEATH OF Mansour Ojeh, on June 6, was not unexpected but he will be sorely missed. This strikingly handsome Franco-Saudi had really been brought into the motor racing world by two intensely persuasive and magnetic Brits - Frank Williams and, perhaps more so, by Frank's friend, supporter and sponsor-hunter, Charles Crichton-Stuart.

Charlie was related to the Marquess of Bute. A young cousin would become the 7th Marquess, and a Le Mans winner - Johnny Dumfries. Charlie had joined the RAF, becoming a Vampire pilot, racing during leave. He was very much part of the Piers Courage, Charles Lucas, Frank Williams set of young London-based racers. In 1966 he won the Argentine Temporada F3 Championship in a Brabham.

Into the early 1970s he became Harrods owner Sir Hugh Fraser's personal pilot. The young Lord Hesketh offered him a similar job, but the 1974 oil crisis intervened. Charlie, wings clipped, became a salesman for HR Owen, Kensington. One Ferrari customer was young Saudi Prince Sultan bin Salman. They kept in touch and after Charlie joined Frank Williams as team sponsor-hunter, that dynamic duo flew to Denver, USA, where Sultan was at university, to seek Saudi sponsorship.

In January 1978, Frank Williams "...got myself to Riyadh - rang Prince Sultan and he took me to see his cousin, Prince Muhammad bin Fahd, second eldest son of the king..." and Frank left with the Prince offering help. Prince Muhammad's trading company was Albilad, handled in London by Jonathan Aitken MP... who had been at Eton with Piers Courage.

Aitken told Frank when Prince Muhammad would be in London, where Frank showed him the brand-new FW06 car, in the bus lane outside his hotel. Albilad duly backed Frank's Williams FW06 season of 1978 with some £200,000. The Prince leaned on Saudi friends - not least Saudia airlines - to donate.

Prince Sultan brought some friends to the 1978 Monaco GP. Charlie and Frank ensured they had a great time. One of the party was Mansour Ojeh, whose Syrian-born father Akram had created a high-technology company - Techniques d'Avant Garde, TAG. Mansour loved enterprise and TAG's name gained global exposure as a Williams team backer 1980-81.

But if Frank's personal spring-steel resilience was an asset, his inability to recognise more sensitive souls was not. During the engagement phase he would totally embrace and charm a newfound potential backer, but once they were hooked they could feel rather neglected. In 1976 Williams saviour Walter Wolf had felt taken for granted and Frank was ejected from his own team. To some extent Mansour Ojeh followed Wolf...

Akram Ojeh was ailing. Mansour ran TAG with his brother Aziz. Late in 1981 Ron Dennis and Teddy Mayer at McLaren had committed themselves to a costly Porsche turbocharged F1 engine project. Dennis targeted Mansour as a potential investor. He was interested but only if they supplied Williams too. Ron offered a shareholding in McLaren.

Frank and partner Patrick Head saw little attraction in Williams becoming the number two Porsche-engined team, so chased a partnership with Honda instead. Williams's TAG backing diminished through 1983, Mansour switching to McLaren-TAG Turbo-by-Porsche for 1984-87. The rest is history.

Geneva-based TAG steadily diversified - an aeronautics division distributing Bombardier aircraft amongst other services. TAG bought Heuer watches and would redevelop Farnborough Airport as a London bizjet hub while its part-ownership of McLaren diversified.

The idea for the McLaren F1 road car programme was seeded during a conversation between Mansour, Ron Dennis, Gordon Murray

and Creighton Brown while awaiting a delayed flight at Linate Airport, Milan, in 1988.

Dennis and Ojeh wanted to expand McLaren's engineering beyond Formula 1. They had a reputation for success, excellence, vast technical expertise, and no debts - so where next? Indycar, long-distance racing, commercial R&D, even aerospace, all discussed - and dismissed. Ron and Mansour both relished association with an achievement or a product "of which one can be proud". Ron: "As the discussion developed we were all agreed that one of our motivations was to leave something worthwhile behind us at the end of the piece."

The late Creighton Brown told me that: "The simple truth is that all four of us there that day were essentially car nuts. I think Ron was keen to see a 'British Ferrari' appearing at some time, and Mansour absolutely agreed, saying, 'Why do I have to go to Italy to buy a supercar?'".

In December 1988 a follow-up meeting at Mansour's flat in London's Piccadilly resolved to launch a world-standard road car marque. It should be very British and would set out to produce the very finest car that McLaren could possibly create, regardless of cost.

Ojeh was thoughtful and involved. Said Creighton: "...then Mansour put his finger on it by saying, 'It needs to be the type of car you could drive from London to the south of France in genuine comfort.'"

Gordon: "As far as I can recall at that point no one mentioned any possibility of it also becoming the world's fastest production car" - much less a Le Mans 24 Hours race winner at first attempt - "and in the end Mansour said simply, 'Well let's do it then!'".

And they did.

Doug Nye is the UK's leading motor racing historian and has been writing authoritatively about the sport since the 1960s

"I think Ron was keen to see a 'British Ferrari' appearing at some point"



ANDREW FRANKEL

"The Victor is pretty much what I'd design if left with a blank sheet of paper"

THERE HAVEN'T BEEN MANY people in this industry to whom I warmed more immediately than Victor Gauntlett, whom I last saw in 2001, 10 years after he left Aston Martin's chair and about 18 months before his death aged just 60.

Victor was many things, well-to-do, ebullient and funny among them, but so too was he modest, kind and had a brain sharper even than the cut of his tailor-made suits. His contribution to Aston Martin between taking the helm on January 5, 1981 having first dropped his wife at Guildford Hospital to give birth to their son Mark, and his departure a decade later is possibly the greatest of any individual save Augustus Bertelli and David Brown.

He got little credit for the 1980s, which was a period of survival for Aston, but by the time he left it was safe under the corporate wing of the Ford Motor Company and with the idea that became the DB7 'a fully written concept'.

So it was naturally to him that my mind turned when I drove the Aston Martin Victor a few weeks ago. Unlike the Speedster reviewed on page 42, which isn't my kind of car at all, the Victor is pretty much what I'd design if left with a blank sheet of paper and an even blander chequebook. Carbon tub, carbon body, carbon brakes. Monster 7.3-litre, normally aspirated V12 engine directing 836bhp to the rear wheels alone through a six-speed manual gearbox with no stability control.

Did I like it? More than I can say. Pity that it's a one-off that will have cost its Belgian commissioner and owner around £4m. But at least it can carry Victor's name with pride. Had he lived, he'd not even be 80 and I wondered what he'd have thought of it. And I know he'd have loved it, too. Indeed 20 years since I last heard it, I can almost hear the laugh from here.

BUT SO TOO DID I ENJOY DRIVING ANOTHER sporting vehicle about as far removed from the concept of the Victor as it is possible to imagine.

I went to visit the Little Car Company at Bicester Heritage where it has become rightly renowned for its three-quarter size Bugatti electric cars.

And rich boy's toys though most will probably be, that doesn't stop me admiring the excellence of their engineering, or enjoying whizzing around the site's private roads in a Baby Bugatti II. It's striking too that Bugatti itself recognises and sanctions these cars, even providing Chiron badging to go with them. And Ben Hedley who owns the business isn't stopping there: he already has an official Aston DB5 Junior, has announced a full-sized Tamiya model for next year which will be able to be made road legal and after that I know of at least two other proper and prestigious car manufacturers whose more revered products are about to be realised in pint-sized, electric form. Toys they are, but they are also lightweight and fun electric cars. Long may they continue.

THERE WAS SOMETHING ELSE TO learn from these wildly disparate experiences and that is simply that the best cars are those that know what they are for, even if that is to do just one thing really, really well. When I think of my small and unimportant accumulation of old cars, it's what links them all. My Series III Land Rover, Caterham Seven, ancient suicide door Fiat 500 and even older ripple bonnet 2CV are all cars of extraordinary focus, which also explains why they, or the concept behind them, lasted not just for years or decades, but generations.

And surely there is something to be learned from this for manufacturers foisting upon the public ever more homogenised, blander than bland, beige than beige anonymous crossover SUVs? There was a time when I, as a motoring journalist, would have been shocked by the idea that anyone in my trade could look at any car on any street and not know what it was, from whence it came and its precise purpose in life.

But today and every day I see cars and not only do I not know what they are, I don't care either.

This of course says a lot about the fact there are many more versions of more models of cars on sale today than there ever were in the past. It may well say something about me too - perhaps I've become jaded after 33 years in this job, though I'd like to think not. Most of all it says that with few eclectic exceptions, we live in an age of dead-end design where the imperative is not to create cars of such clearly thought out and innate excellence that they will still be influencing the world half a lifetime later, but to get a blob of clay, apply a few curves, slashes and cuts, knock it out as quick as you can and move to the next one. Do you think the impending electric revolution is going to slow or reverse this process? Me neither.

I WAS INTERESTED TO SEE A RATHER ELDERLY (it was written on a typewriter) official press release entitled *The Plural of Lotus*, in which we learn:

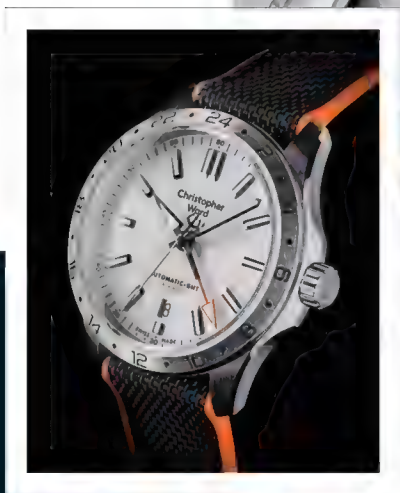
"In the interest of standard grammar and understanding please note that in future all Lotus literature etc will feature the following: the plural of Lotus will be Lotus'. This, we hope, will eliminate the use of the horrible words: Loti and Lotuses."

These rules remain current at Lotus today. Having had the rather dubious pleasure of a partly classical education, this informs me that Lotus is therefore a fourth declension noun like 'Gradus' and not a second declension noun such as 'Dominus'. It therefore follows that the genitive plural 'of Lotus' is 'Lotuum'. I look forward to using it at the earliest opportunity.

A former editor of *Motor Sport*, Andrew splits his time between testing the latest road cars and racing (mostly) historic machinery
Follow Andrew on Twitter @Andrew_Frankel

"I see cars and not only do I not know what they are, I don't care"

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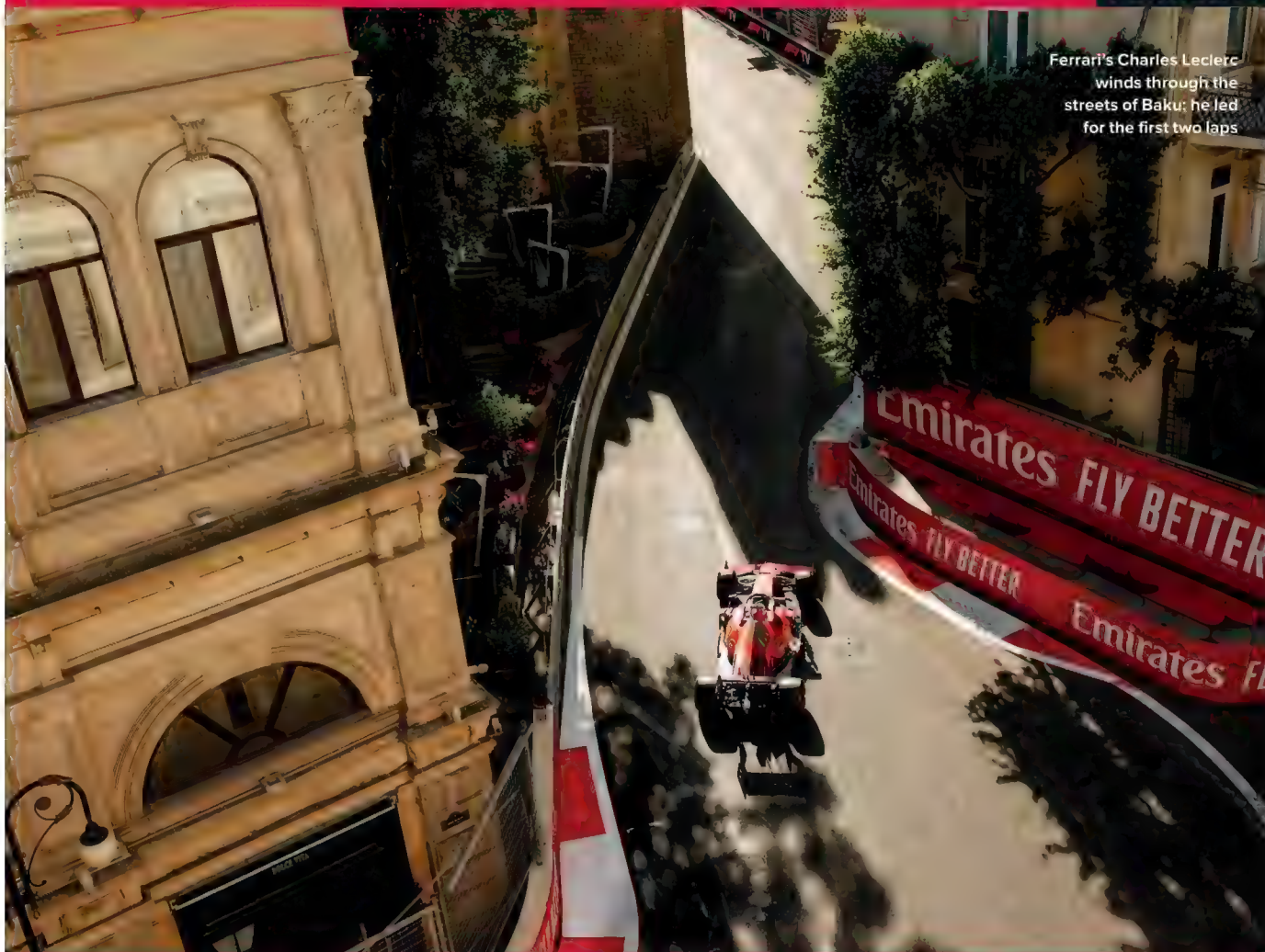
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Ferrari's Charles Leclerc winds through the streets of Baku; he led for the first two laps



Trackside view

Monaco and Azerbaijan presented Formula 1 with back-to-back street circuits, but of very different natures. After technical troubles, tyre blowouts and brake issues aplenty, we have a new championship leader...

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If Monaco was short on thrills, Baku delivered by the bucketload

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Has Mercedes unwittingly recorded the world's longest pitstop?

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Baku gave both rear wing dilemmas and tyre traumas

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"The first thing you know about a failure is when you hit the barrier"

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It was a world of wings in Azerbaijan, but which shape does what?

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Tricky turns in Baku are on the up, while Paul di Resta got annoying

 Monaco GP  Azerbaijan GP

Advantage Max... for now

Victory in Monaco and a slice of luck both ways in Baku leaves Red Bull out front, but only by a fine margin, says **Mark Hughes**

THIS IS WHERE THE competitive shape of the season changed again, where the narrative of the fight up front between Mercedes and Red Bull took a further twist.

Up until Monaco the storyline had Mercedes gradually overhauling Red Bull's initial advantage, starting behind in Bahrain and Imola, drawing level in Portugal and pulling away at Barcelona. Monaco was never likely to continue that sequence. Drag and tyre deg - the two crucial areas of Mercedes' advantage - are close to irrelevant at the race around the streets where it becomes all about how much downforce can be loaded onto the car and aero efficiency be damned. That's Red Bull territory.

Baku was less certain going in; like Monaco it has a low-grip street surface and its picturesque old town middle sector is very Monaco-like in its low-speed downforce demands. But there is that super-long Caspian stretch which forms the final sector, 1.4 miles of flat-out running where aero efficiency is very important, a combination which presents some difficult wing level choices (see F1 tech panel).

What was unexpected about Monaco wasn't that Mercedes fell back in the pecking order, struggling to generate instant tyre temperatures in qualifying, but that both Mercedes and Red Bull would be overshadowed by - Ferrari. Up until Monaco the Italian car had averaged around 0.5sec slower than the frontrunners and was

typically in contention with McLaren for the status of best of the rest. It didn't have the raw horsepower of the Mercedes and Honda engines, nor the high-speed aero performance of the others, but it was very good in slow corners. Monaco revealed just how good: better even than Red Bull, good enough for Charles Leclerc to put it on pole.

It was a pole with question marks against it because no-one got to do their second Q3 runs. Because Leclerc had crashed on the exit of the swimming pool section, ripping off the right-hand side of the car. Others in contention for pole - Carlos Sainz in the other Ferrari, Verstappen's Red Bull, even Valtteri Bottas' Mercedes - were behind him on track and thus denied their laps. Leclerc had not been set to improve on the lap on which he'd crashed, but the others all were. The Ferrari reigned supreme through the middle sector (from the exit of Mirabeau to Tabac) which comprises almost half of the lap. Sainz was particularly disappointed with the way things had played out, as his first run included a run-wide moment at Tabac which left him only fourth. "On Thursday I felt for the first time in my career I had a car in my hands in which I could set pole and win the race," he said afterwards. He'd been nip-and-tuck as quick as Leclerc throughout and visibly less on the ragged edge. Verstappen had just gone fastest in sector 1 and would definitely have been in contention. Bottas had done a great job just getting the Merc into some sort of shape, finding that tyre temperature threshold which remained elusive to Lewis Hamilton, who could do no better than seventh fastest.





Having just set provisional pole, Leclerc then crashed his Ferrari at the Swimming Pool. It was no shades of Schumacher though, as the damage eventually ruled him out of the race, allowing Verstappen to take victory

Ferrari was concerned about whether Leclerc's gearbox had been damaged in the accident as a replacement unit would cost a five-place grid drop. Turned out the gearbox was fine but the impact shock had transferred through the drivetrain to the left-hand side and cracked the wheelhub. This went undetected until Leclerc made his first lap out the garage on Sunday in the repaired car. As he got onto the power out of the hairpin, the hub broke, and the driveshaft was no longer able to give drive to the wheel. The pole position car wouldn't be starting the race.

With the pole slot vacant, Verstappen from the less grippy outside line had to get smartly across to the right to prevent Bottas from the gripper inside line getting in front. That accomplished, Verstappen took control of the Monaco Grand Prix and was never under any threat. Bottas kept up for the first 10 laps but such was the extreme set up on the Mercedes needed to generate tyre temperatures in qualifying that it wore both front and rears out very quickly, almost unheard of at Monaco. Hamilton was suffering similarly further back, running behind Pierre Gasly's fifth-place AlphaTauri.

Sainz ran an easy third, well clear of Lando Norris' McLaren, and looking to put pressure on the struggling Bottas at the pit stop window.

Bottas was pitted on the 30th of the 78 laps - and was never seen again. The front-right wheel nut was machined onto the stub axle and had been rounded-off by the air gun. No amount of coaxing was going to dislodge it. Hence Sainz inherited second and Norris third. After the stops Sainz occasionally put pressure on Verstappen, but the Red Bull driver had plenty in hand and took victory for the first time around these streets. It also put him into the lead of the world championship for the first time in his career.

"Leclerc's pole was one with question marks against it"

Merc's unusual tyre wear problem created opportunity behind Hamilton. He made an undercut attempt on Gasly, which failed as the AlphaTauri had more pace on the in-lap than Hamilton could conjure on the reluctant-to-warm hard tyres on his out-lap. Sebastian Vettel's Aston Martin managed to overcut both of them, impressively grinding ahead of Gasly with inches to spare going up the hill out of Ste Devote. Sergio Perez overcut all three of them by stopping even



later, the Red Bull's tyres still in great shape. He thus claimed fourth place and Hamilton was a deeply disgruntled seventh.

There were realistic hopes that it wasn't going to be like that for Mercedes in Baku. But the omens weren't good in Friday practice when neither Hamilton nor Bottas could get the tyres switched on quickly enough for good single-lap pace. Into Saturday morning Bottas tried a bigger wing, Hamilton stayed with the smaller one. That and 'about 50 other changes' (according to the team) finally got Hamilton's tyres

Pirelli's pop culture

The Italian firm is still investigating what caused the dramatic tyre failures in Baku, but suspects debris may be to blame

THE BLOW-OUTS SUFFERED by Max Verstappen and Lance Stroll in Baku gave everyone involved serious cause for concern. At the time of writing Pirelli was still conducting an investigation into what the cause may have been, but both failures were on the left-rear and on the pit straight where the cars are reaching 200mph and beyond. Both were of the hard compound. At the time of the failure, Stroll's had completed 30 laps from a fully fuelled-up start. Verstappen's had covered 34 laps from being fitted on lap 12 (when the fuel load would have been around 25kg lighter than at the start of Stroll's stint). Both failures appeared to be on the inside shoulder of the tyre.

Sebastian Vettel – who has suffered from Pirelli tyre failures approaching Eau Rouge in 2015 and on the pit straight in Austria

2016 – was unimpressed. "I think both of them, Lance and Max, got really lucky today. If this happens at pit entry, we're looking at a different incident. I think we got lucky with both incidents. But that mustn't happen, absolute no-go."



Pirelli suspected a possible cut from carbon fibre debris and cited as supporting evidence a large cut to the tread of Lewis Hamilton's left-rear found after the race.

The left-rear is the less loaded of the rear tyres on this clockwise circuit but the inner tyres are put through some unusual stresses as they are

dragged across the surface because of the camber of the wheels. The camber limits are set by Pirelli on the eve of the weekend, together with the minimum pressures permitted. At Baku the camber limit for the rears was -2 degrees (they have varied between -1.75 at Barcelona to -2.75 at Monaco). The rear pressure minimum was increased after Friday running from 19psi to 20, suggesting there were concerns already.

At the 200mph point of the circuit where the failures happened the centrifugal forces on the tyre's internals are enormous – and they only get higher the lower the tyre pressures are set. Also the cars have just come through a flat-out right-handed kink (turn 19) where the left-rear would be under immense lateral load as well.



working into qualifying, though Bottas remained nowhere. But Merc's struggles weren't quite the biggest surprise here. Leclerc, in the Ferrari that excels in slow corners but struggles on the straight, set pole again! Also like Monaco, no-one got to complete their second Q3 laps because of a red flag (for a Yuki Tsunoda accident), thus securing Leclerc the position.

It was the product of a great lap from Leclerc around a track at which he's always devastatingly fast, a good tow (from Hamilton, ironically) and a super-skinny rear wing, which was sure to kill the rear tyres in the race. Hamilton too got a good tow (from Bottas) and lined up second, leaving Verstappen (tow-less on his first run), a frustrated third after having comfortably dominated up to that point.

Leclerc was easy meat for Hamilton at the end of the first lap with Verstappen and Perez following him through to leave the tyre-degrading Ferrari far behind and fending off Gasly's AlphaTauri. But the bigger wings chosen by Red Bull meant they



Verstappen's tyre failed at over 200mph. Both he and Lance Stroll were fortunate to escape unharmed



Verstappen vents his frustration at the failed Pirelli that cost him both a Baku win and an extended points lead



Perez capitalised on a rare Hamilton error (below) and just avoided hydraulic failure to win in Baku



couldn't put a pass on Hamilton even with the help of DRS. That wasn't really a drama, as the Red Bulls were hanging onto their tyre performance much better because of that wing. Either the Merc would struggle to get its power down out of the final turn as its tyres faded, making it passable down the straight - or Red Bull could spring Verstappen past at the stops.

Mercedes made the call early, on lap 11, as Hamilton's tyres were already fading, fitting him onto hards. There was a delay of a couple of seconds at the stop so as not to impede Gasly. That and Verstappen's much faster in-lap leapfrogged Verstappen past after he pitted next lap. The lap after that and Perez's in-lap was even better, but he lost time at the stop by running past his marks. It was still enough to spring him past Hamilton though. The cars were now in their correct performance order and as Verstappen escaped unchallenged, just

“Max was travelling at over 200mph when the tyre blew”

taking care of his tyres and fuel allocation (the team had light-fuelled in expectation of safety cars), so Hamilton was left trying to apply occasional pressure to Perez but failing to make it past. Gasly had overcut past Leclerc for fourth as Ferrari paid for that pole-aiding wing and Sainz had gone up an escape road after locking up his cold tyres on his out-lap. Vettel had got his Aston Martin's softs to run long enough that he was able to lead for a time and in doing so overcut himself up to sixth, not far off Leclerc.

Essentially the race order now looked set. Lance Stroll had crashed in qualifying without setting a time and so had started his Aston Martin from the back row on a set of hard tyres. He was running in fourth place, having not yet pitted, by the 30th lap. He looked set to emerge in the lower reaches of the top 10 after he stopped. But he never got to do so because his left-rear Pirelli let go explosively

as he was travelling at 196mph down the pit straight. It turned him hard into the wall, the car briefly rearing up before continuing to bounce off the scenery. Thankfully he was unharmed but the race came under the safety car as the mess was cleared. The pitlane was closed because Stroll's wrecked car had stopped on the entry lane to it and so the field was bunched up behind the safety car by the time it was opened again, meaning no-one up front was able to pit for fresh tyres.

Verstappen and Perez worked as a team on the restart to thwart Hamilton. Verstappen eased out his lead all over again as Perez kept Hamilton off his back. Vettel, on much newer tyres than anyone else, was able to use them to pass Leclerc and Gasly on the restart, moving him up to fourth.

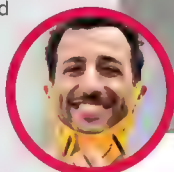
With five laps to go Verstappen had everything under control after a perfect demonstration of superiority. That's when his left-rear tyre blew in exactly the same way as Stroll's, just a little further down the straight. He was travelling in excess of

Word on the beat

Lie-ins, Ricciardo trains and jammed wheels

● Asked in **Baku** why he hasn't done a track walk since 2017, Max Verstappen replied, "I can't be arsed. If I need to learn anything about the track, I just do my out-lap more slowly. I'd sooner have the extra time in bed."

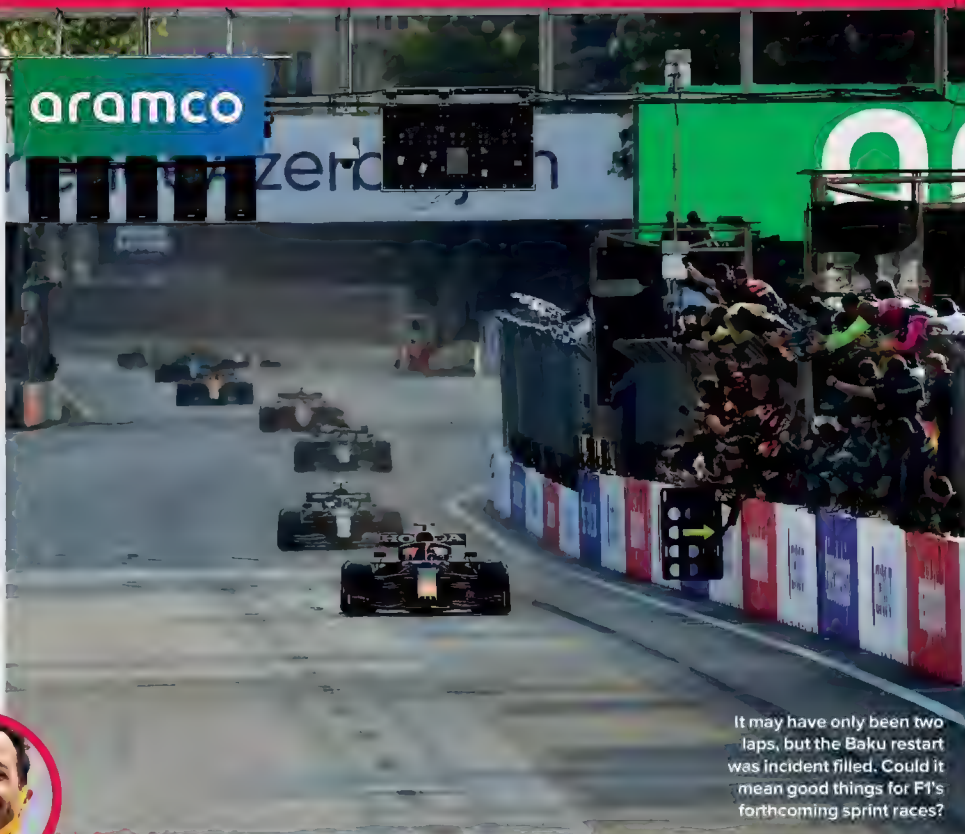
● **Daniel Ricciardo** in Baku: "If you've jumped off the Ricciardo train, it's ok, it's still going forward, you can still get back on it. There's tickets." He suffered another disappointing weekend, qualifying seven places behind McLaren team mate Lando Norris and finishing four places behind in the race.



● **Ferrari** has chosen the more ambitious of its two development projects for its 2022 power unit, which will be the unit used until the end of the formula in 2025 or '26. Big gains are believed to have been made in combustion and the electrical energy systems but the architecture will continue to be based around a combined turbine/compressor. There had been speculation that this engine would follow the split turbo route already used by Mercedes and Honda. With Alpine set to switch to a split turbo next year, it would leave Ferrari alone in using the 'conventional' architecture.

● The **Singapore Grand Prix** has been cancelled for a second successive year because of Covid, following in the '21 footsteps of China, Canada and Turkey. Questions remain about the Japanese, Mexican, Brazilian and Australian races. A second race at the Circuit of the Americas has been mooted.

● Post-Monaco Ferrari tried to help Mercedes in removing **Valtteri Bottas'** front-right wheel, but even its best crow bar and chisel failed to do the trick. It was eventually removed back at the factory 36 hours after Bottas pitted, making for probably the longest pit stop in history.



It may have only been two laps, but the Baku restart was incident filled. Could it mean good things for F1's forthcoming sprint races?

200mph when it happened. He hit the right-hand wall a few times before coming harmlessly to a standstill. There was a safety car for a couple of laps, then a red flag.

It was subsequently announced the remaining two laps of the race would happen, and from a standing start. So Perez and Hamilton lined up on the front row from Vettel and Gasly on row two, Leclerc and Tsunoda on row three, Norris and Sainz on row four, Daniel Ricciardo and Fernando Alonso on row five. Everyone was on fresh soft tyres. The stage was set for what some considered to be a preview of the forthcoming sprint qualifying race format, set to be trialled at Silverstone. And if this particular two-lapper is anything to go by, we could well be in for some drama.

Hamilton, having vowed to play the start conservatively, made a better launch than Perez and got down the inside into Turn 1. Perez swooped aggressively towards him, Hamilton moved hard left in avoidance and in so doing inadvertently knocked his 'brake magic' button on the back of the steering wheel. This is a device used to instantly switch the braking bias to almost full-front as an aid to putting heat into the tyres on the warm-up or safety car laps. It's not a

race setting. As soon as he touched the brakes, the fronts locked, taking Hamilton straight up the escape road as the whole pack sped by, thereby neutralising Verstappen's ill-luck.

"Perez's car had threatened to stop at any moment"

Perez was on his way to his first victory with Red Bull, and second of his career. So long as his hydraulics held out, that was. The system had been leaking pressure from very early in the race and was threatening to stop the car at any moment. It made the two laps to the chequer and was then switched off. Vettel took a great second place, with Gasly third from Leclerc and Norris.

Alonso vaulted from 10th to sixth, his final pass being a beautiful around-the-outside bit of opportunism on Tsunoda.

Verstappen could count himself extremely hard done by not to have extended his points lead to 15, had the race stayed as it was before the tyre failure. But he might also have gone 21 down but for Hamilton's mishap. Instead, he remained four ahead. But with the two novelty tracks now done and the return to more conventional circuits, the worry for him was the picture of Mercedes superiority seen at Barcelona. This fascinating contest has surely many twists and turns to come. ●

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The hard chargers

Baku was as much about tyres as wing angles, says **Mark Hughes**

STRATEGY PRESENTED SOMETHING of a dilemma at Baku, partly because of the complications in choice of wing level (see *Tech, overleaf*), partly because of the behaviour of the softest tyres in Pirelli's range here, the C3, C4 and C5.

Skinny wings were good for qualifying, bad for rear tyre degradation in the race. So wing choice became an intrinsic part of a team's strategy choice and there was an element of game theory to that. The best trade off between qualifying and race pace could depend on what wing choices your immediate rivals made.

Neither the C4 medium compound nor C5 soft tyre were reliably capable of long stints around Baku and their degradation rate was high enough that the hard would be faster than the medium after around five laps and faster than the soft after around seven.

But the hard was as much as 1.4sec slower than the soft on a single new-tyre lap and 0.6sec

off the medium. It could also take a couple of laps to get up to full temperature. The medium did not offer a worthwhile range advantage over the soft – so there was no motivation for the top teams to use it in Q2 and make it their starting tyre. Everyone therefore did Q2 on the softs.

Barring safety car complications, the implication of all this for the top 10 starters was that the opening stint would likely be short and from there you'd get straight onto the hard tyre (which had a Pirelli-estimated range of 40 laps) to get you to the end of the race. That's where the undercut/overcut problems arose. At the time of the stops, the car pitting first would be on the slow-to-warm hard tyre on its out-lap. The rival car on its in-lap would be on old, worn softs. Which would be faster between the cold new hard tyre and the warm old soft one? The answer to that would determine if it was better to try to undercut or overcut. But there was a variation in that answer between

cars because of the choices of wing level. That variation was purely a function of the highly unusual layout of this particular street circuit making such diverse wing levels feasible.

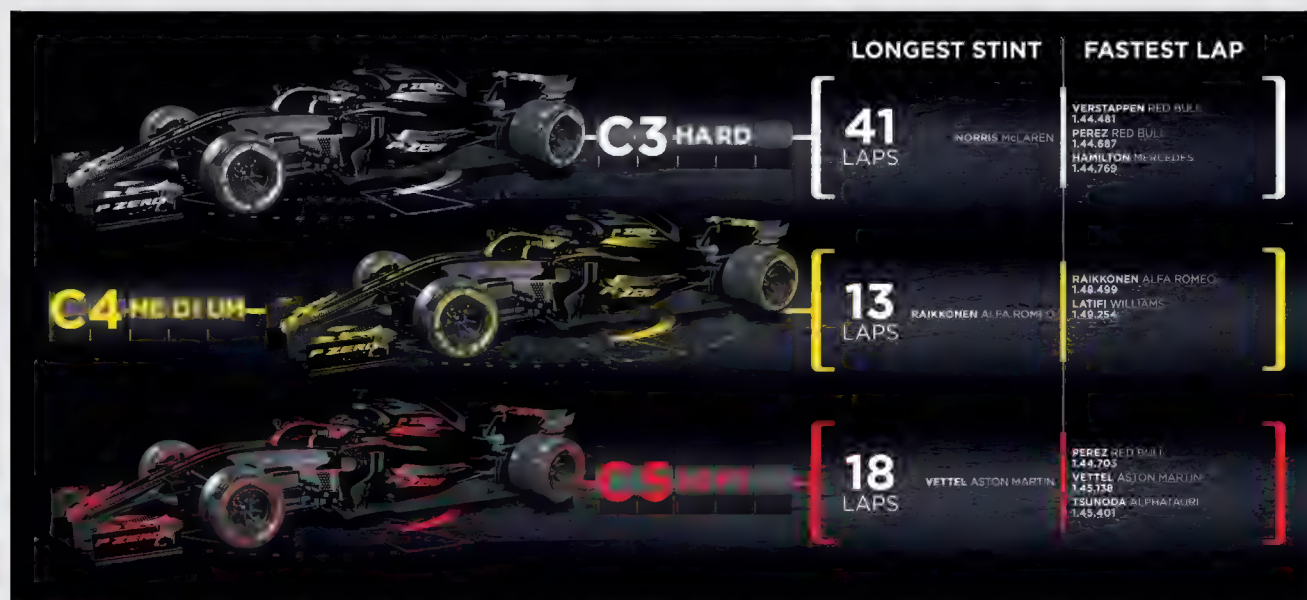
Leclerc's rear tyres faded fast enough that he had to pit after just nine laps and such was his pace on the out-lap that Gasly was able to run two laps longer and still overcut him. Similarly, Hamilton's tyres were fading by the time he pitted on lap 11, allowing both Red Bulls to overcut him (albeit aided by a delay at his stop). Those cars were able to overcut because they'd kept their tyres in shape. The victims were vulnerable because of how quickly their choice of small wings had induced the tyres to fade.

If you could make the soft tyre last more than the 10 or so laps that was expected, it opened up an interesting strategic possibility, particularly for cars outside the top 10 which would be able to start on new rubber rather than the three-lap-old tyres of those

who'd got through to Q3. Aston Martin's Sebastian Vettel was a great example of this. Starting 11th, the German was able to run a first stint between six and 10 laps longer than the frontrunners (which put him into a temporary race lead just before his eventual stop). This offered two bonuses.

If there had been a safety car after the frontrunners had stopped but before Vettel had, he'd have been able to knock around 10sec off the time penalty for pitting, as the field would have been held to safety car vector speeds. This would have brought him onto the tail of Hamilton.

The near-inevitable safety car interlude didn't happen at that point, but his late stop still meant that his second stint tyres would be much newer than those around him. That grip advantage was what aided him in putting immediate passes on both Leclerc



TYRE-D OUT: This graphic shows the superiority of the harder-compound Pirellis in Baku, which could run significantly longer, and were just as fast as the softs



JOHNNY HERBERT

“The first thing you know about a failure in a Formula 1 car is when you hit the barrier”

THE BAKU WEEKEND BEGAN WITH a lot of talk about illegal ‘bendy wings’, further stoking the Mercedes/Red Bull rivalry – but it never amounted to much. How do you test legality when cars’ floors, front/rear wings, barge boards and such generate around 1.5 tons of downforce at 150mph and they can only test a fraction of it? People criticise the FIA, but it’s hard to police. The FIA test for a rear wing now allows a maximum deflection of 7mm at 50kg of load and there’s a new directive that will accept a 20% tolerance just for the first month of these new tests. In Baku, it ended up as a playground spat between Toto Wolff and Christian Horner. Not that interesting.

On track, the Lewis Hamilton vs Max Verstappen duel continues to get tasty, and Sergio Pérez put in a brilliant weekend. Before the race I said it could be the wrong time for him, wondering whether Red Bull would allow him to win because of Max and the title fight. Christian said it was too early for that, but it never is when you are aiming at a title. Then as luck would have it... Damn good on Checo.

When I saw Max after the race, he said it could have been better – obviously – but it also could have been a lot worse, given what happened to Lewis. Max will still feel good about his performance, as will Lewis (apart from his ‘magic button’ brake bias mistake).

When I interviewed him after qualifying he was smiling, which is rare when he’s second, because he felt they’d done a really good job to get on the front row. The way it worked out on Sunday was good – it keeps them close.

Look at them side by side and you see the maturity of Lewis, which has grown in recent years, but you see it too in Max, developing at such a young age. He had a sweary moment with me during Saturday’s interviews, but that’s his character. Like Lewis, if it doesn’t go his way, he’s grumpy – although Lewis doesn’t do the sweary bit. Max thought he was going to get pole and ended up behind his title rival. That angry face when he walked up to me was no surprise.

On the Pirelli tyre failures, I was critical.

But when I spoke to Sky F1’s Anthony Davidson afterwards, he said you forget how much *g* and downforce these things produce. They are just so mighty. Anthony thinks even Goodyear or Michelin would struggle. You can’t blame Pirelli because they are doing all they can, plus there were failures in the past: remember Mansell’s Goodyear blowout at Adelaide in

1986? We got up to 3.5g max – now they are over five. Incredible.

In my experience, coming back from a failure is not a problem. I had wing failures during my career: one in my first test for Stewart when the car just turned left on me, without warning. I had another in a Jaguar at Hockenheim, where Jim Clark had his crash.

That was more frightening because of the speed I was doing (over 200mph) and I was lucky because I hit the barrier backwards and didn’t fly. I also had a suspension failure in my very last race for Jaguar in Malaysia. The first thing you know about it is when you hit the barrier. As long as you are okay you just dust yourself off. Max and Lewis know there’s a chance it can happen and when it does they move on. Not everyone can do that, they might have a mental block around all the ‘ifs’ of what might have been. But I never thought like that, and neither do these two. We’re fortunate things are much safer now.

The duel doesn’t feel like something that is going to explode this year. Lewis is very legit, and they are both clever and understand when to back out. Lewis is also clever on the radio. You hear messages saying he’s in trouble, but is he? Often I’m not so sure. It’s the game and that’s what’s going to ramp up over the season. In a way, the radio is another weapon and Lewis uses it more than anyone. It’s all part of the process of an elite driver. And Max is not daft on that front either.

The tyre thing? We saw with Mansell the effect it can have, it’s not new. It lost Nigel a world championship. Has it lost one for Max? Lewis has experienced it, too. Remember his 2016 engine failure in Malaysia, costing him the title to Nico Rosberg – but that’s racing. **o**

“We used to get up to 3.5g, max. Today’s cars are over five. Incredible”

Johnny Herbert was a Formula 1 driver from 1989-2000 and a Le Mans winner in 1991. He is a regular contributor to Sky Sports F1. Follow Johnny on Twitter @johnnyherbertf1

MEDIUM DOWNFORCE WING (MOST TRACKS)

Spoon shape with the raised outer span sections reduce the angle of attack, lessening downforce but also drag by reducing the vortices created at the wing tip. Endplate features a louvered section and four strakes to aid airflow expansion through the wing.

HIGH DOWNFORCE WING (MONACO)

The outer span sections are now horizontal for increased angle of attack and therefore downforce, albeit with a drag penalty. The centre of the wing's leading edge is lifted, reducing angle of attack, so the wing is producing less overall downforce.

WHAT'S IN A WING?

Many teams opted to run two different rear wing assemblies for Baku, one to generate high downforce, and one to lessen drag on the long straights. The mixture across the grid was fascinating. Here's how the shapes change to create each effect.

BAKU WING VERSION 1

This revises the medium downforce design with further raised outer span sections.

This greatly reduces the pressure difference at the wing tip, minimising the drag-inducing tip vortices this area creates. The endplate is revised with the louvered section and strakes removed, to reflect the change in size of the wing itself.

BAKU WING VERSION 2

Similar to the Baku Version 1 wing, but the flap's trailing edge no longer features the 'V' cut in the middle, instead having cut out sections near the wing tip, for even less drag.

Feeling the force

Baku's unique layout gave teams a number of rear wing options, each giving very different results

WORDS: MARK HUGHES ILLUSTRATION: CRAIG SCARBOROUGH

THE REAR WING CHOICE AT BAKU is much more complicated than usual because of the track's combination of extreme low- and high-downforce sectors. This year brought an extra dimension for Red Bull, as this was the last race before the FIA's new protocol for measuring wing flexibility came into effect and there was the threat of Mercedes protest in the air.

The new protocol followed complaints from Mercedes that in the Spanish GP the Red Bull wing could be seen flexing downwards and back at speed on the straight, thereby reducing drag but still giving full downforce as it came back up at the lower speeds of the corners.

From the French GP on-board camera analysis would be used, together with 12 key markings teams would be obliged to make to specified parts of the wing to aid detecting any flex. The FIA would also reserve the right to test at 1.5 times the regulation load (currently 1000 Newtons, with no more than 1 degree of flex allowed) to measure any non-linear behaviour. The wings invariably see more load at high speed (up to 4 tonnes) than can be replicated by the FIA's static load test, hence the motivation for that non-linear flexing behaviour once past the regulation load threshold. For the first month of the new protocol, a 20% tolerance will be granted.

Red Bull turned up at Baku with two new rear wings, both expected to feature some degree of flex. Camera analysis confirmed as much. But while at Barcelona the Red Bull wing could be seen flexing considerably more than that of the Mercedes, in Baku the two were displaying very similar levels of height reduction at speed. The threat of protest receded.

Mercedes and Ferrari also had a choice of rear wings, but the choices for each of the three

teams were quite different. Red Bull had made two specific Baku wings, both featuring a 'spoon' profile with cutaways at the outboard ends. The lower-downforce version was cut away at both the mainplane and the flap above. The higher-downforce version had a conventional flap but spoon main plane.

Mercedes' wings, not Baku-specific, were conventional in profile with just a choice of higher or lower main plane and flap area.

Lewis Hamilton used the lower downforce one from qualifying on while Valtteri Bottas kept the higher-downforce version, further visually distinguishable by its twin mounting pillars.

Ferrari, down on power to the others, had a choice of low or very low downforce, the former with a spoon-shaped lower main plane, the latter just a tiny main plane area, shallower across its whole width than even the outboard ends of the spoon version.

The 'spoon' profile is a popular Baku compromise. Because of the unusual conflicting mix of Monza-Monaco sectors, both low and medium downforce are feasible options. The full-on low-downforce option (as used by Ferrari and Hamilton) can produce you a lap time, but usually at the expense of heavy rear tyre graining. By contrast, the spoon profile

allows a good downforce-producing surface in the middle of the wing, but cuts away the least efficient parts, the outboard ends where different airflows converge, inducing drag.

In addition, the endplates of both Red Bull wings were flat when viewed from head-on, as opposed to the standard endplate which features downforce-enhancing slots and vanes. This too was in the interests of drag reduction.

In the past Red Bull opted for a low-downforce setup at Baku due to its mix of less power and high drag. But that very often left the team with tyre difficulties, the surface of the rears tending to overheat while the core stayed cool (hence the graining) through repeated sliding in the old town section. But Red Bull is no longer under-powered, so it wasn't going to be forced down that route.

Mercedes historically has always favoured a relatively high-downforce wing here. This year's car is especially prone to not warming its tyres quickly enough, a trait which has lost it races in '21 just as surely as its better control at the upper end of the temperature spectrum has won races. Extra downforce is a good way to get reluctant tyres to switch on, working the core harder, bringing it up to temperature more effectively and thereby putting less strain on the tread surface and reducing the graining risk.

Hence Mercedes was naturally expected to err towards more downforce. But the practices showed that even with the higher downforce wing the tyres were still not properly warming as this street track just doesn't impart much energy into the tyres, either through its surface or its corners. Hamilton therefore decided to go low downforce for qualifying and race, to at least take the straight-line speed benefit. **o**



"This year's Mercedes is prone to not warming its tyres fast enough"

IN ORDER OF DOWNFORCE (AND DRAG) PRODUCTION, THE ORDER OF THESE SIX WINGS WAS PROBABLY:

1. Mercedes higher downforce – Bottas
2. Red Bull higher downforce – both drivers
3. Red Bull lower downforce – not used
4. Ferrari higher downforce – used only in practice
5. Mercedes lower downforce – Hamilton
6. Ferrari lower downforce – both drivers

A black and white photograph of a vintage car race scene. In the foreground, a man wearing a racing helmet and a woman in a patterned dress and a wide-brimmed hat are leaning over the side of an open-cockpit vintage race car, kissing. The man is wearing a light-colored shirt and a racing helmet with a dark stripe. The woman is wearing a patterned dress and a wide-brimmed hat. In the background, several other people are visible, including a man in a patterned shirt and a cap, and another man in a white shirt and cap. The scene is set on a racetrack with a grassy area in the background.

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Good month, bad month

James Elson charts the ups and downs of the F1 circus



▲ HOPE FOR HAAS

Haas almost made it into Q2 in Baku by virtue of everyone else crashing and the sheer number of red flags, then leapfrogged Williams in the championship after Schumacher and Mazepin scored 13th and 14th in the race, despite having a demonstrably slower car. Result.

▲ BAKU'S TURN 15

Baku's Turn 15 proved a real sticky wicket. Four drivers drove straight into it, and the cruel corner was backed up by its trusty deputy, Turn 3, which 'Venus fly-trapped' another trio with its tight escape road. The pair were like the Holmes and Watson of F1 corners, finding out suspect driving and throwing the full force of the physical law at said offenders.

▲ TWO-LAP SPRINT RACES

Race director Michael Masi deserves full credit for allowing a two-lap steeple chase to the flag instead of ending the race after Verstappen brought out a late red flag. What resulted was some full entertainment: Hamilton from second to last, Alonso 10th to sixth, Gasly and Leclerc swapping and Norris leaping to fifth.



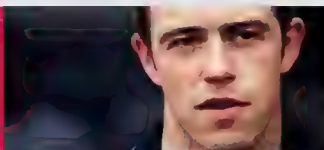
▲ FERNANDO ALONSO'S ROCKET RESTARTS (AND STARTS)

Alonso really put on a show on that frenetic final restart as he shot from 10th to sixth. Perhaps though, just perhaps, he wouldn't have to be so good at starts if he wasn't such a patchy qualifier? Written in fear of upsetting disciples of 'Our Father' Alonso.



▲ TURNING ON THE 'MAGIC'

Hamilton careered off in Baku after knocking his 'magic' brake bias switch on. Still, maybe this was the upside of technology? It can force even the greatest drivers into mistakes, and make the race all the more thrilling for it.



▼ PAUL DI RESTA'S 'DRONE OF DEATH'

Since Brundle seems to have decided he doesn't fancy the long-haul to Eastern Europe, we've been resultantly punished with di Resta's 'white noise' approach to commentary, interspersed with occasional squeals which sound like his Force India oversteering round Montreal circa 2011.



▼ ROCK-BOTTOM BOTTAS

After total Monaco disaster, Bottas was nearly stuck in Finland after missing a flight to Baku – maybe he should've stayed home... The fact he was almost fighting on pure pace in Baku with Russell – who might supposedly be replacing him (and was also driving the second-worst car on the grid) – might speak louder than any F1 2022 driver line-up rumours story could.



▼ PIRELLI PUNCTURES

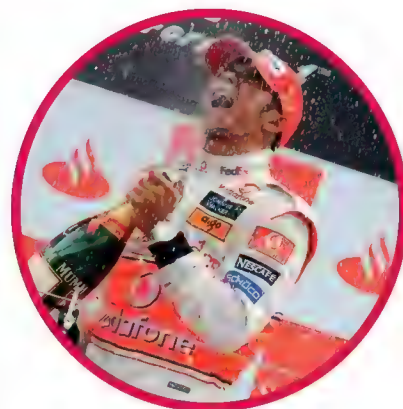
Baku can't have done wonders for Pirelli's PR department, what with tyres exploding while cars were going in a straight line and all. Mario Isola says blowouts were caused by debris, but investigations have thrown up no obvious answers yet...

▼ FLEXI-WINGS DEBATE

Now the real championship battle begins – a season's worth of mudslinging plus full excruciating discussion of incremental technical differences. Still, Christian Horner telling Toto Wolff to "keep his mouth shut" was quite amusing...

▼ MERCEDES TEAM SPIRIT

The atmosphere doesn't appear all rosy at Mercedes. After Toto Wolff blamed Bottas for the Monaco pit gun gaffe, there were no words of comfort on the radio from the team boss after Hamilton threw away a near-certain win in Baku. In fact, driver and team barely said anything at all in the laps following the incident. Is all this real pressure providing a real championship chafe at Brackley?



F1 RETRO

Lewis Hamilton: the Senna connection

Extraordinary tales from the *Motor Sport* digital archive

WE'VE NOW ENTERED THE teens in years since Lewis Hamilton took the first of his six British GP victories – 13 years ago this July.

Hamilton's maiden Silverstone win was a wet-weather masterclass beyond his years as he trounced the field to finish over a minute ahead of runner-up Nick Heidfeld.

This F1 Retro shines a light on a classic Nigel Roebuck interview with Hamilton, conducted at Spa that very same season.

The article has Hamilton comparing and contrasting himself with his hero Ayrton Senna, saying he'd always felt "a connection" to the Brazilian racing hero.

"As a kid, I was drawn to Senna because, for one thing, his driving style seemed to be different from anyone else's," Hamilton says. "Compared with all the others, he appeared never to be afraid – he seemed to me to have that little bit of an edge."

Sound familiar? Thirteen seasons later, Hamilton is still showing the same guile, gumption and relentless determination in his battle with Max Verstappen.

At Baku, were it not for one overexuberant hand movement, we would likely have seen Hamilton do what he so often does – find a way to win, even against the odds.

To read the full story visit motorsportmagazine.com/archive

Split the difference?

It might be shoehorned between VW's standard Golf GTI and R, but the Clubsport is no compromise, says **Andrew Frankel**

IT IS SAFE TO SAY THE LATEST GENERATION of fast Volkswagen Golf has not been accorded the rapturous reception its creators may have hoped for and, given the breed's recent past, expected too. And not without reason: it's been 18 years since the fifth generation of Golf GTI made its public debut and if there's been a duffer since, I've not driven it. By returning to first principles and creating a car that was as easy to live with as it was fun to drive, the Mk V GTI banished the memory of the awful Mk III and IV to history, cementing itself firmly as the thinking man or woman's hot hatch. It was a position the Mk VI and VII GTIs merely reinforced.

I've questioned before on this page VW's decision to vary this winning formula for the eighth generation car, but in short it appears to have decided it wanted the Golf GTI to join the throng of more overtly sporting fast hatchbacks out there, but then failed to equip it properly for the job. The result was something that marched purposefully away from one sweet spot only to run out of puff and pitch

camp on a barren, windswept plain some distance short of the next.

It was, I imagined, a problem the top-of-the-range Golf R would solve. And it did, but only to an extent and at a considerable price. It is a better car all round than the GTI but still fails to capture the magic of its predecessor. The sense of it trying a bit too hard but failing to recapture the magic remained inescapable.

So what chance then for this, the Golf Clubsport, that in terms of power and price seeks to split the difference between its brethren? It looks like a compromised compromise. But it's not.

On paper it seems not to make much sense. Its acceleration figures place it closer to the GTI, its price nearer the R. But that's only because the Clubsport lacks the R's all-wheel-drive system (and the additional weight that goes with it). In reality it's 52bhp more powerful than the GTI and only 20bhp weaker than the R, some of which is offset by its reduced mass.

And there's no questioning the rest of the car has been tuned to support a more sporting

driving experience. The suspension is lowered, its geometry changed at the front with new control arms fitted and additional negative camber introduced, while there are new springs and dampers at the back to make the car feel more lively. It comes with a shortened final drive for its seven-speed paddle-shift gearbox, a reprogrammed electronic limited-slip differential and it now carries Golf R brakes too. A comprehensive job, then.

It shows. The usual suite of visual upgrades to beef up the appearance of the car both front and back still only hint at how much better the Clubsport is to drive than the standard GTI. Only the much larger rear wing suggests that this is something different.

The first thing to say is the front-wheel-drive layout copes with nearly 300bhp with ease. There's very little torque steer and not much scrabbling away from the apex. It feels fast too, in a way the GTI does not. I'd bet then if you removed the R's traction advantage the figures would be near identical for both.

But what I liked about it so much more than either its more expensive or cheaper stablemates is how it flows down a decent road. This is not something you can express statistically. It is a seat-of-the-pants experience.



Power is provided by the same 2-litre 4-cylinder turbo petrol unit used in the R



Fun to drive, but the touchscreen controls undermine the experience



“My sense is the car is set up to bite more sharply into the apex so it’s easier to get into the corner”

You drive the others, and certainly the GTI, mechanically, judging where to turn and get back on the power, and yet still feeling less than fully rewarded for your efforts. But the Clubsport is far more natural and eager, so you find yourself thinking less about your driving and simply enjoying the drive itself.

Why? Hard to say, but my sense is the car is set up to bite more sharply into the apex so it’s much easier to get into the corner; and knowing it’s going to adopt accurately your intended trajectory means it becomes a willing accomplice, not a slightly reluctant assistant.

And if there is a price to be paid for this, other than at the point of purchase, I couldn’t spot it. If its ride is any worse than that of a GTI or R you’d really need them all together on the same road to tell. So it makes no difference. It’s still a little firmer than I’d like a Golf GTI to be – even on the softest of its frankly pointless 15 different damper settings – but at least there’s

VOLKSWAGEN GOLF GTI CLUBSPORT



- **Price** From £37,315
- **Engine** 2 litres, 4 cylinders, turbocharged ● **Power** 296bhp
- **Weight** 1461kg ● **Torque** 295lb ft
- **Power to weight** 203bhp per tonne
- **Transmission** Seven-speed double clutch, front-wheel drive
- **0-62mph** 5.6sec ● **Top speed** 155mph
- **Economy** 38.2mpg ● **CO₂** 167g/km
- **Verdict** Mid-positioned hot hatch is far superior to the standard GTI.

now a good reason and palpable reward for it being so configured. The Clubsport is genuinely fun in a way the GTI is not.

There are still aspects that annoy, none more so than the infernal touchscreen. Where the previous generation screen was so clear, intuitive and easy to use that it would be hard to think how it could be meaningfully improved, this one is fiddly and complicated. Should your wrist accidentally brush the haptic switches at its base, it is more than capable of executing instructions you neither asked for nor desired. In this regard, and quite clearly to save the money required to engineer a proper interface with physical buttons which actually do what you want, VW has pitched itself from the top of the form to near the bottom.

But talking of form, the Clubsport is an otherwise welcome return to it for the Golf GTI. It is the Goldilocks car of the range: not too hot, not too cold, but just right. About time too. ●



Sculpted elements of McLaren's ultralight Elva push air – and you'd hope insects – over the cabin; some may feel safer with a helmet

Poseur's paradise

In an automotive equivalent of a *Zoolander* walk off, **Andrew Frankel** compares the peacocks of McLaren and Aston Martin

THEY LOOK LIKE THEY DO EXACTLY the same job, don't they? And for most owners they will, that being to sit in an air-conditioned garage as part of a large collection of cars which are often seen, but rarely driven. It seems something of a waste to me, but I'm not here to judge their motives, merely assess their cars.

As I do, I can't ignore the elephant, which says these are pointless, ostentatious trinkets, wealth statements on wheels and little more than that. Do not their lack of windscreens and roofs relegate them to irrelevance, even before you consider their price?

Well, before we write them off (figuratively speaking), let's at least give them an audience. In broad brush mechanical terms, the Aston Martin Speedster marries the front end of a DBS with the back half of a Vantage. So you get

a shorter wheelbase and two seats, but also the full-fat V12 motor. Or nearly: the need to run the Vantage transaxle means its power has had to be reduced a little and its torque quite a lot.

The McLaren Elva's closest conceptual relative is the Senna, but it comes with even more power and less weight. Hybrids aside, it is the most powerful McLaren road car to date and the lightest since the F1.

But if you think these are different ways of playing the same game, one fact may change your mind: the Elva is almost half a tonne – a Caterham – lighter than the Aston. Look at their power to weight ratios: 391bhp per tonne for the Speedster, 634bhp per tonne for the Elva. The game may or may not be similar, but the equipment is completely different.

The Aston Martin, with its soft springs and loafing gait, is a cruiser. You can't hear the V12 at speed which seems something of an omission and while the McLaren's flip-up aero duct means it's just rather blustery at speed, the Speedster blows a gale in your face at much more than 60mph. In both, helmets are as commonsensical as they are sartorially dodgy.

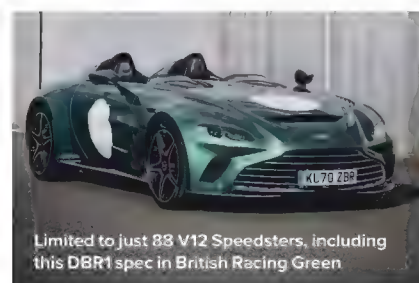
The Elva however offers one of the most incisive and rewarding experiences I've come across in a road car. You can't begin to use its performance on the road, but on the track it's not just its acceleration which boggles the brain, it's the poise and balance, too.

McLAREN ELVA

- Price £1,425,000 Engine 4 litres, 8 cylinders, turbocharged, petrol
- Power 804bhp Weight 1269kg
- Power to weight 634bhp per tonne
- Transmission Seven-speed double clutch, rear-wheel drive
- 0-60mph 2.8sec Top speed 203mph
- Economy 23.7mpg CO₂ 270g/km
- Verdict Edges the Aston on the road.

ASTON MARTIN V12 SPEEDSTER

- Price £765,000 Engine 5.2 litres, 12 cylinders, turbocharged, petrol
- Power 690bhp Weight 1765kg
- Power to weight 391bhp per tonne
- Transmission Eight-speed automatic, rear-wheel drive
- 0-60mph 3.5sec Top speed 198mph
- Economy n/a CO₂ n/a
- Verdict Better looking than the Elva.



Limited to just 88 V12 Speedsters, including this DBR1 spec in British Racing Green

Which gives it a dimension the probably prettier Aston does not possess. Whatever you think of its price, its look or its likely owner, make no mistake: this is a proper driving machine, more fun than a Senna on a track and wildly better on the road because it doesn't need downforce-friendly spring rates. Crucially, at least to me, you can also trade that deflector duct for a wraparound windscreen, which I would without further thought.

Is either a car I'd buy had I the money? Not at all, but I can see a purpose for an Elva beyond being a device in which to be seen, and I can't say the same about the Aston. Both are flawed in their fundamental concept but of the two it is the McLaren to which I warm most readily. ●



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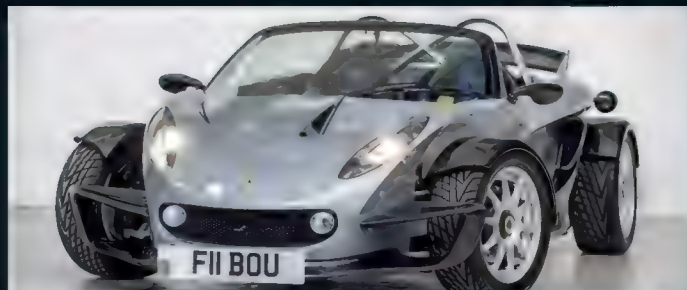


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HORTON'S
BOOKS

Extra miles from a well-told story

This new Stirling Moss book might lack fresh material but it reveals a character of contradictions, says **Gordon Cruickshank**

WILLIAM WALLACE, Morrison shelters, Yehudi Menuhin, and UKIP. Such is the breadth of references Richard Williams

brings to his Stirling Moss story, a difficult subject to tackle such a short time after the great man's death and the outpouring of memories and articles about him.

Can there be anything new to say about the man who earned himself the title Mr Motor Racing? Let's have a look.

First promising sign - it doesn't begin with our hero's birth. Instead Williams describes delivering to the Moss home in 2017 the last trophy 'The Boy' would ever win, presented *in absentia* at Pescara 60 years after his Vanwall victory there. Disappointingly Susie is occupied with Stirling at that moment and he has to hand the trophy to a nurse and walk away. It's an emotional human detail that sets the tone.

From there, while the 500s come before the Vanwalls and Lotuses, this isn't an obvious progression. Chapters don't begin "By 1953 Moss was already..."; instead they dive into Ken Gregory, Stirling's manager, or National Service - until 1960 every youth was required to spend two years in the Forces. As with Hawthorn and Collins, questions are asked about why these young men are enjoying themselves in races instead of fighting for their country, and Williams quotes some nasty newspaper headlines - all rich context.

Unusually for a biography it's possible to dip in and out of this one thanks to these short single-subject chapters - 60 of them, hence the subtitle. There's 'The Mechanic', about Alf Francis of course, and 'The Drift'. Here he not only eloquently explains the difference between four-wheel drift and opposite lock but



The Boy: Stirling Moss
— A Life in 60 Laps
Richard Williams
Simon & Schuster, £20
ISBN 9781471198458

also the history of the technique, noting that while it's often said to be Nuvolari who invented it, it was Giuseppe Farina, the first F1 champion, who refined it to an art. In his 1955 *Book of Motor Sport* Moss himself credits him with "the new look of modern race driving technique".

Another chapter is called 'Fangio's Pills', discussing the uppers that Fangio gave Moss, notably before that Mille Miglia. As Williams points out these were in relatively common use at the time for night pilots and night workers as well as Juan Manuel. (In my own student days we all knew people who used Benzedrine for that overnight revision panic). But surprisingly Williams does not mention that after celebrating his gruelling 1000-mile victory at Brescia, Moss jumped in a car and drove non-stop overnight to Stuttgart to present himself at Mercedes HQ, something he himself attributed to those 'little pills'.



Two greats: Moss and Hamilton each expressed admiration for the other

With his easy style Williams has an ability to place each of his subjects within the contemporary picture which makes the book extremely readable and more than simple history. A chapter on Moss at Le Mans doesn't open with the ace's first drive there but at the funeral of Pierre Levegh, neatly framing SM's dislike of the French classic. That chapter is followed by one on 'Mopeds and Minis', about Stirling's minimal motoring, while the Vanwall section is sandwiched by one on Katie, the first Mrs Moss, and another on Bonneville salt flats and his various record-setting runs.

This is why a book based around facts which many of its readers will already know intimately can give a fresh slant: mention of Moss's involvement in the Grand Prix Drivers Association is wrapped in a chapter titled 'Industrial Action' which extends one way to the radical safety improvements of late years (including Stirling's famous comment that





British GP, 1976:
 Hunt set up the car to set
 a new lap record at
 Silverstone, driving a
 Williams FW18
 new biography

"No one in the future will use the term 'crumpet' to describe attractive women"

racing without danger is like a meal without salt) and also back to the short-lived and broadly forgotten UPPI, the first drivers' union which brought the boycott of the 1957 Race of Two Worlds at Monza.

Of the man himself Williams gives a good account. While only rarely putting himself in the story, he knew 'The Boy' reasonably well, enabling him to depict Stirling's fondness for income - endorsing absolutely everything he was asked from oil to erectile aids - and for gadgets as his high-tech Mayfair home attests.

Then there's his unmatched (for the time) awareness of the value of publicity, (that

chapter is called 'The Wave'), the invariable 'yes' to interviews, the presence on society pages. Less uplifting things appear in 'Politically Incorrect'. "No-one in the future will use the term 'crumpet' to describe attractive women," says Williams of one of Stirling's catchphrases. Then there is the endorsement of UKIP ("A mistake", he said later), offset by his dislike of the apartheid he saw in South Africa in 1959, advising fellow drivers in the East London race to wave only at the non-white spectator enclosures. If you didn't know it already, reading this demonstrates that Moss was far from being a simple character.

Does the book contain unknown material or newly uncovered treasures? Perhaps not new (or if so I missed them) but widely drawn and tightly selected. Does it present a known story in a fresh and readable way? Certainly. It may not make you throw out all your other Moss books - this comes in traditional book format with few photos, on uncoated paper and slightly grey at that - but as a portrait of 'the Boy', it's a fine offering. **O**

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Has one expected this: Dalmas, Lehto and Sekiya take Le Mans victory in 1995

We're not going racing!

But when Murray got down off his high horse the F1 donned its overalls and set off for the grid. **Gordon Cruickshank** learns more

GORDON MURRAY NEVER MEANT his F1 to race, but when pressure was applied by two eager racing customers, he had a perfect basis. From the fabulous three-seater F1, his team produced a racing version that first dominated the BPR series and then brought victory at Le Mans first time out.

Author Mark Cole watched their progress as commentator and reporter on endurance racing for many years, attending most of the races described here, and explains the mods needed to make the car run at race speeds first for four hours, then 24 - endless mods, minor or major, which left it looking like its road car basis but substantially quicker and tougher. Frustrated at having to reduce the V12's power and remove his active fan-assisted aero system for racing, Murray says, "It's ironic that we had to chuck away all the interesting stuff!" He adds that the '95 car was 70% road, 30% race; by 1996 those ratios were reversed.

After a biography of Bruce McLaren, Cole describes the revival of GT racing which gave the car a yard to play in, the development of the road car and then the changes that created the GTR. Yet surprisingly all that is over by p41; the rest of volume one consists of complete reports for every single race the cars

did up to the 2005 Japanese GT series. And that's another 300 pages. It's not bedtime reading. However, there is more to settle down with in volume two where the 28 chassis histories mix with team and driver memories, owner reflections and a fun chapter on driving to Le Mans by road in Ray Bellm's car that a year before had finished ninth in the race.

Here we enjoy the personal stuff: tales from drivers Bellm and Thomas Bscher (the pair who bullied Murray into going racing), Andy Wallace, JJ Lehto, Derek Bell and plenty of others; from Murray, Ron Dennis and GTR project manager Jeff Hazell, and Paul Lanzante whose makeshift, inexperienced team pulled off that 1995 victory. Says Paul, "Harvey Postlethwaite said I shouldn't go back because I could never better the achievement. I followed his advice, ensuring my 100% success rate at Le Mans."

It's this second volume that makes this book; Cole did 100 interviews, so there's a great deal that's fresh, though I'd have liked to trade off race reports for more technical detail and drawings in such an extravagant and costly work.



McLaren F1 GTR - The Definitive History by Mark Cole
Porter Press, £450
ISBN 9781913089153

QPRS: F1 GRAND PRIX RACING BY THE NUMBERS

Clyde Berryman

Best driver ever? Well, it depends on... And off we go. There surely can't be an actual answer but the discussion is always entertaining. However, Clyde Berryman has constructed a complex rating system that tries to balance up cars, years, tracks and competition into one ratings figure which should work across the ages. Integrating best-car advantage and quality of competition, it's a frankly baffling avalanche of tables, thankfully broken up by artwork from a range of artists. A vast statistical achievement, but in the end it's one man's system.... **GC**
Dalton Watson, \$95
ISBN 9781854433152

RACING CAMAROS 1966-1984

Steve Holmes

Chevrolet's ponycar, the prettiest of the bunch, had a remarkably long racing career, all captured in this compact, generously illustrated book from homologation tricks over the pokey Z28 through its great years in Trans-Am, BSCC and down in Australia until the IMSA era saw it fade away. Team mods and fixes carefully described by someone who loves Camaros. **GC**
Veloce, £25
ISBN 9781787115125

NISSAN Z - 50 YEARS OF EXHILARATING PERFORMANCE

Peter Evanow

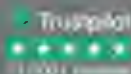
My first awareness of rallying was seeing Datsun 240Zs on BBC News winning the Safari Rally, and that thrusting snout and fastback rear captured me, despite the terrible things they did to that lovely shape later. In between, the Z cars made an impact on stage and track especially in SCCA and IMSA. Involved with Zs in IRL and Steve Millen's racers, Evanow laces his history of the brand with prototypes (did you know there was a mid-engined 4WD experiment?), one-offs, and even advertising campaigns, taking us up to the 370Z which did well in GT4. Plenty to read including buyer advice. **GC**
Motor Books, £32
ISBN 9780760367131

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Car photo: Courtesy of Romans International



The rose gold version of Chopard's 2021 Mille Miglia watch is limited to 250 pieces

When in Rome

Chopard's long-standing association with the Mille Miglia event continues this year, with crews receiving this special-edition watch

IF YOU LIKE OLD CARS AND YOU LIKE OLD watches you might think Karl-Friedrich Scheufele has the world's best job. Along with his sister Caroline he's co-president of Chopard, the watch and jewellery brand well known for its celebrity links and for sponsoring major historic motoring events, most notably the Mille Miglia.

This year's MM allowed Chopard to make an impressive 33rd appearance as principal backer and timekeeper - and also marked the 32nd occasion that Scheufele has competed in the retrospective. It was also the 15th time he had done so alongside friend Jacky Ickx.

The pair once more covered the 1000-mile course in the distinctive, strawberry-red Mercedes-Benz 300 SL Gullwing that has been part of the Scheufele family collection for more than 40 years and in which the two men first drove the Mille Miglia back in 1989.

It's just one of an impressive stable of classics that Scheufele uses on a regular basis, others being a Ferrari 750 Monza, a Porsche 911 RS 2.7, a '65 Mini Cooper and pre-war models that include an Alfa 8C and a 3-litre Bentley.

And as MM fans will know, each competing crew is presented with a unique, numbered Chopard Race Edition watch as part of the not inconsiderable entry fee - and a limited run of un-numbered but otherwise identical models is made for public sale.

This year's Mille Miglia Race Edition is a 44mm chronograph that's available in a 1000-piece, all-steel version or in 250 examples with bezels, pushpieces and hands made from ethical 18-carat rose gold. Both have slate grey dials complemented by sharply contrasting chapter rings and chronograph subdials with red-tipped markers to enhance legibility.

The three-counter set-up enables individual recording of 12-hour, 30-minute and 60-second elapsed times, while speed and distance calculations can be made using the dashboard-inspired white-lacquered markings on the black ceramic insert of the tachymeter bezel.

To enhance legibility during gloomy stages, the hands and hour markers are filled with glow-in-the-dark Superluminova, while the semi-instantaneous date display is viewed through a magnifier for enhanced readability.

As with all Chopard Mille Miglia watches, the 2021 Race Edition's motoring pedigree is confirmed by the presence of the famous Mille Miglia red arrow on the dial, with the case back decorated with a chequered flag design, the 1000 Miglia logo and the inscription 'Brescia-Rome-Brescia' as a reminder of the route.

There's a final automotive touch in the leather bracelet - its rubber lining is stamped with the tread pattern of a '60s racing tyre. *Chopard Mille Miglia 2021 Race Edition, from £6640. chopard.com*



GIRARD-PERREGAUX'S LAST FORAY into the automotive world took the form of a partnership with Ferrari that began in 1994 and lasted for a decade. In April, however, the watch house announced it had climbed into bed with Aston Martin. The first fruit of the new deal is this Tourbillon With Three Flying Bridges, a titanium-cased timepiece based around the celebrated Three Gold Bridges movement design first used in Girard-Perregaux pocket watches of the 1860s. *Girard-Perregaux Tourbillon Aston Martin Edition, £112,680. girard-perregaux.com*



HAVING DESIGNED THE CLOCK FACE used in Land Rover's 25 Defender Works V8 Trophy special editions, Elliot Brown has produced this Land Rover version of its Holton Professional watch. Hour markers take the form of the new Defender's 'squirrel' rear lights and orange seconds markers at the 19 and 48 points allude to the original Land Rover's launch. Its stainless steel case is toughened with a gunmetal PVD finish and has a back decorated with the Land Rover oval. *Elliot Brown Holton Land Rover Edition, £499. elliottbrownwatches.com*

Precision is written by renowned luxury goods specialist Simon de Burton

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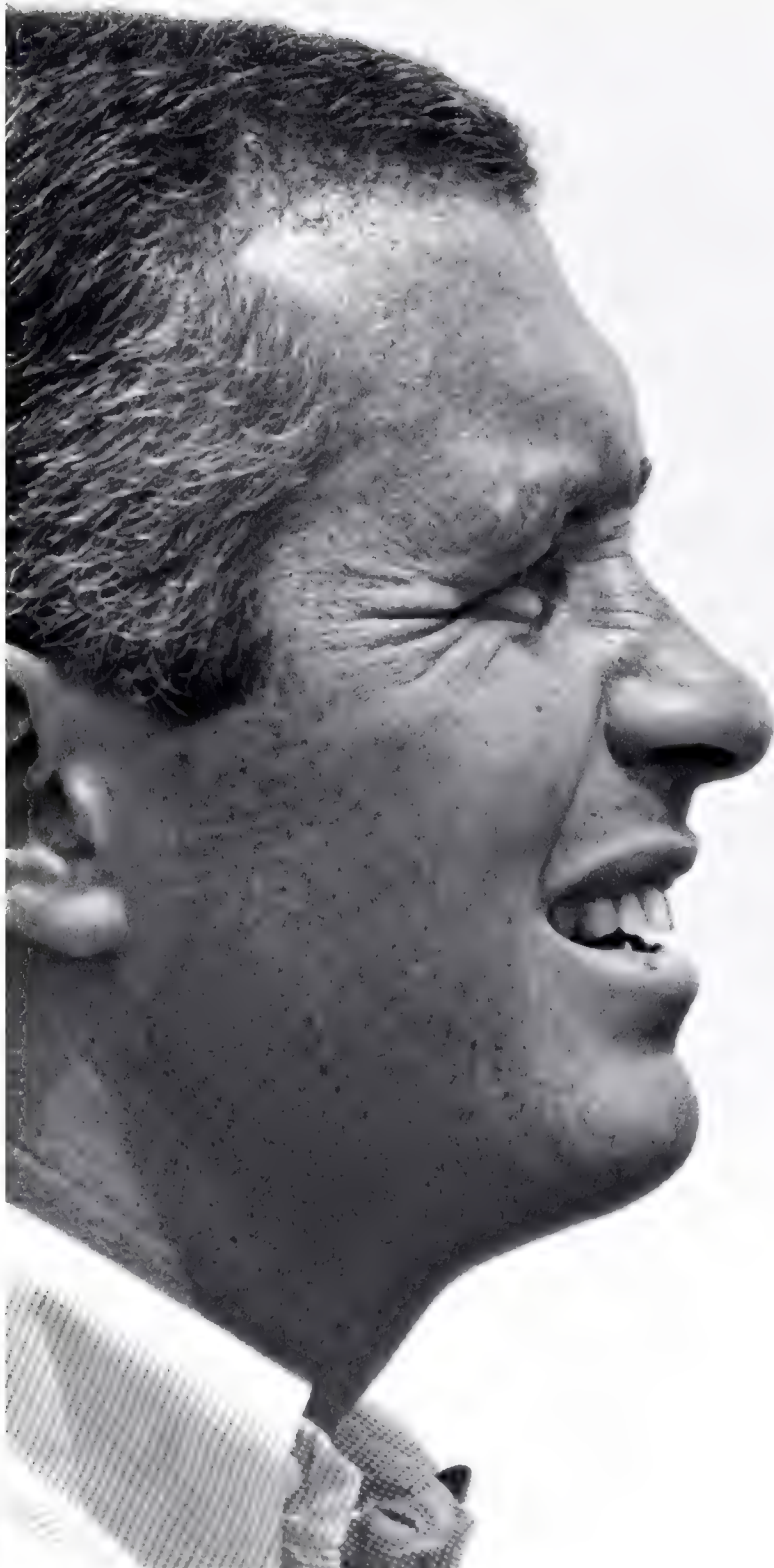
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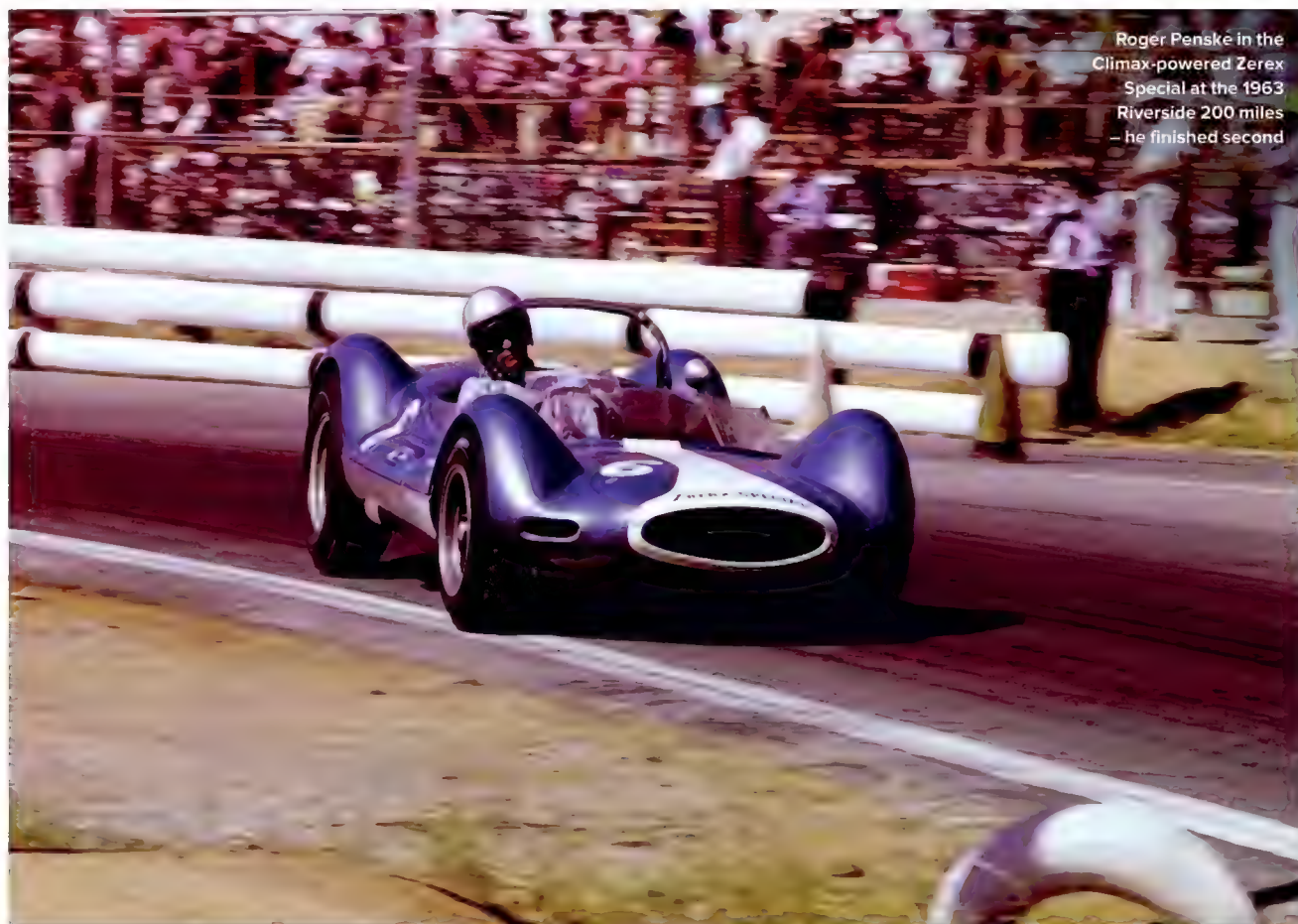
THE *MOTOR SPORT* INTERVIEW

Roger Penske

Now in his eighties, the entrepreneurial owner of Team Penske, IndyCar and the Indianapolis Motor Speedway is not one for wallowing in the past – although today he’s willing to make an exception...

INTERVIEW: ROB WIDDOWS

GETTY IMAGES



Roger Penske in the Climax-powered Zerex Special at the 1963 Riverside 200 miles – he finished second

ROGER PENSKE IS, QUITE SIMPLY, a giant of the sport, a restless and extreme achiever in a fiercely competitive business. He started out as a driver before moving from the cockpit to the pitwall and is now a multiple team owner with over 500 race victories. His business interests and investments include car and truck dealerships and racing series right around the world. His most recent acquisitions, the Indianapolis Motor Speedway and the IndyCar series, make him one of the most influential and powerful people in motor sport while his new partnership with Porsche takes Penske to Le Mans with a shot at victory.

Team Penske has won 18 Indy 500s and shows no sign of being toppled from its pinnacle despite the ever-changing landscape. A man who has eyes only for the future, and who does not dwell on past glories, has never been keen to talk about himself. *Motor Sport*, however, was shoe-horned into his diary for an audience with ‘The Captain’ ahead of the 2021 Indy 500.

Motor Sport: *Can we go back in time to 1963 when you were a driver and raced at Goodwood, where this year you will be a guest of honour at the Festival of Speed?*

RP: “Sure, I raced a Ferrari GTO for Colonel Hoare’s team although I don’t honestly remember the circuit in any detail. What I do recall is that Colonel Hoare owned Maranello Concessionaires, the Ferrari distributors, which is ironic because we now own the Ferrari store in Egham and we are the worldwide distributors for all the Ferrari

classic parts. I certainly never realised, racing at Goodwood, what my future was going to be in the UK, the whole automotive business we’ve built over there. Colonel Hoare took me out to dinner while I was there and, like a dumb American, I asked for iced tea and they looked at me like I was a guy with two heads. I’ll never forget that. It was fun to be racing the Ferrari and it was a fun circuit although I couldn’t draw you a map of it now and I didn’t do very well.”

MS: *You had success as a driver but retired early to get into management. Any regrets about hanging up your helmet so soon?*

RP: “Well, the succession was gradual but I got the opportunity when I was in the Sports Car Club in Philadelphia and a Chevrolet dealer asked me if I’d like to be the general manager of his business. At the time I was making \$425 a month and he offered me \$2000 so I got my coat and hat and took the job. I told him my goal was that in two years I’d like to buy his dealership... and that meant borrowing \$50,000 from my dad who was already retired. He told me, ‘If



Racing at Goodwood, 1963; Penske returns this year for the Festival of Speed, July 8-11



Rick Mears was ever-present for Team Penske at the Indy 500 from 1978-92, taking four victories. This is 1983

you lose this money I'll have to go back to work,' so that wasn't going to happen and it was time to give up the driving.

"You weren't allowed to be the owner of a General Motors dealership and be a racing driver at that time so I was out of the racing business for a while. One night the deputy vice-president of marketing at Sun Oil came in to buy a Corvette, and during the sale I said, 'Maybe Sun Oil would like to sponsor a Corvette to run at Daytona.' He agreed, we shook hands, put a Sun Oil sticker on the car and took it to Daytona so I guess that was my first car I owned as a team. I was on my way back into racing, and Sun Oil stayed with Penske as a sponsor for a great many years."

16 *The Sun Oil partnership reminds us of Mark Donohue and the mighty Sunoco Porsche 917/30. How did that relationship with Donohue begin?*

RP: "A friend of mine told me I should take a look at this young man and I first saw him race an Elva Courier at Lime Rock. I got to

know him, I said we should do some racing. He became almost like a brother to me.

"In the late '60s and early '70s we'd drive the truck to the races together. He would work on the car, sleep nights at the workshop. He was the one who helped build the foundations of Team Penske going forward and it was tragic when we lost him. I try to look at our drivers as family but on the other hand, if they're not performing, we'll move on. Very few have left us unless it's time for them to retire or they have opportunities we can't offer. I want to be as close as I can to our drivers, forget what the contract may say, to be close to their families and support them however we can."

18 *Did Mark Donohue in some way set the standard for Team Penske drivers for you?*

RP: "He was foundational for us, yes. He brought an engineering touch to the team,

and to the cockpit. Mark was special, not just a big lead foot, but a driver who understood the technology, how to make his car better than anybody else's. That's why he won so many races. Up to that point the driver would turn up with his overalls, his gloves and his helmet and drive the car, but he wouldn't know how much camber to

put on the right front, what springs to run - and Mark brought all that to the table.

"Now the modern driver has the ability to communicate technically with the team, and he has a commercial capability, because the sponsors are so important today. So there's more to it than just being fast

and winning a bunch of races. We're looking at the younger drivers because we can mould them into a person who understands our brand, becomes a disciple if you like. If we have three or four drivers in a race only one can win, but if the team wins the others

"Mark Donohue became almost like a brother"



Mark Donohue in world-class sunglasses at Le Mans in 1971 with Penske and the team's Ferrari 512M. Winning here remains a goal for Roger — and with Porsche Penske Motorsport he'll get another shot in 2023



benefit too. People ask who were our greatest drivers. We've had so many, and if I start on that I will only leave someone out."

● *Your new partnership with Porsche takes Penske to Le Mans, rekindles memories of Mark Donohue's success with the team's Porsche 917/30 Can-Am car and gives you a new challenge.*

RP: "Well, I was aware that one of the mountains I had not yet climbed was winning Le Mans and I wondered if I'd ever get the chance. I raced there in 1963 with Pedro Rodriguez in the Ferrari 330 TR, which had won the race the year before with Phil Hill and Gendebien but the engine blew when I missed a shift at the end of the Mulsanne Straight. Jo Bonnier was behind me in a Porsche Spyder, he went off on the oil into the trees and we walked all the way back to the pits together.

"So now I have the chance to go to Le Mans as a team owner and, as you say, our relationship with Porsche goes back a long way. We had great success with the RS Spyder, the 917/10 and the 917/30. I remember testing at Weissach with Donohue when it was just the track and a barn - you go there today and it's like a small city. This new programme with Porsche, we bring endurance experience to the table, the success we had with the RS Spyder and our results with the Acura cars. It's pretty special to renew the relationship. We have a year to prepare, and we cannot let them down. The goal is to perform and deliver for Porsche and the racing will support our business as we are the biggest Porsche dealer in the United States, and we have dealerships also in England, Northern Ireland and Italy, so commercially it's good for us and for them.

● *How do you assess the current state of IndyCar having bought both the series and the Indianapolis Motor Speedway?*

RP: "Well, to go back a few steps, we've been involved since 1969. We had issues with USAC and broke away, had our own series, then we came back, so it was up and down for a number of years. In September 2019 Tony George wanted to talk to me about a sale. I thought this was a tremendous opportunity for our company and in January last year we signed the papers to take over the track, the series and the production company.

"Then came Covid-19, we couldn't run the 500 in May 2020, people stayed home, so no fans and races were cancelled. We didn't stop investing because we wanted to maintain the iconic stature of the speedway worldwide and deliver the best open-wheel series in the US. However, you can imagine that without ●

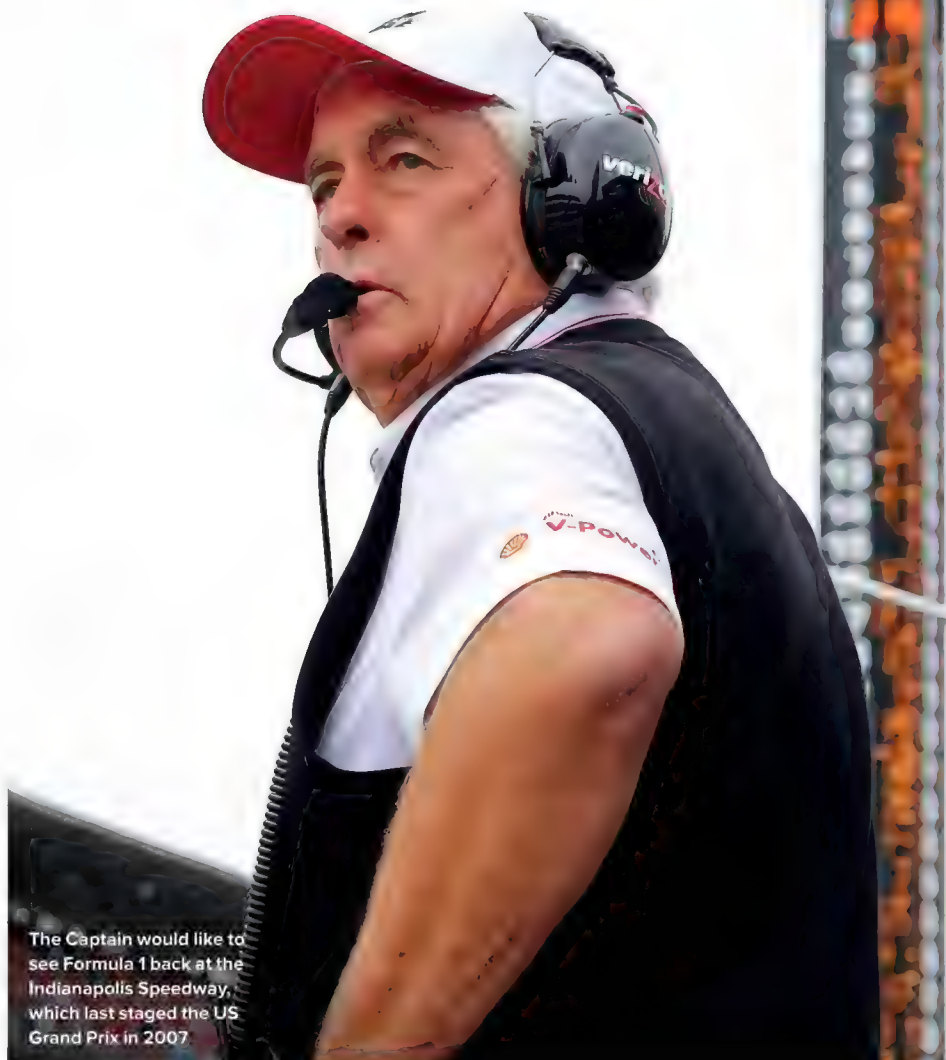
300,000 people at 100 bucks a head a lot of our plans went out the window. We had to invest heavily in the TV production company, the coverage was not up to today's standards, and over the last year we've put \$20m into the track to give guests and spectators a far better experience. Sustainability and decarbonisation are part of the mission. We hope to have the speedway carbon neutral within 24 months and we've replaced 80% of our lights with LED, taken out 750 paper hand dryers, replaced them with electric.

"On the racing itself, I think IndyCar is better than ever. Thirty-five cars entered [in the 2021 Indy 500], we're not paying people to run, a new group of young drivers, new teams, and it's blisteringly competitive. So from a series perspective, the teams, the competition, the rules package and the costs are all in line. Now we need to develop a better balance of ovals, short ovals, street courses and the Indy 500 with 16 or 17 races. Up and down the pitlane very few drivers are buying their rides, there's more sponsorship and a lot of new young talent.

"We're looking at hybrid in the next couple of years, a new engine manufacturer alongside Honda and Chevy who are totally committed, and new tracks. This year at Indy we're restricted to only 135,000 fans - but that's two Super Bowls. That's still a lot of people. The whole series gets a lot of benefit from a strong Indianapolis and our fans will never give up their tickets - if they can't come this year we give them credit for next year and we've had minimal requests for refunds. So yeah, IndyCar is strong right now and yes, we are keen to have a Formula 1 race at Indy if it can be accommodated alongside COTA and Miami and if the economics, the commercial aspects, are right for us."

Talking of Formula 1, you never reached the heights that you have in so many other categories. Why did you stop and would you come back?

RP: "It wasn't to do with the racing. It was a commercial decision based on the few benefits of us doing Formula 1. We are the last American team to win a grand prix, with John Watson in Austria in '76, but look... we could have gone back to it but there are only so many hours in a day. I'm a hands-on guy, and I wanted to do what's best for the company and that's to focus on racing in the US. So that's what we did. Formula 1 doesn't have so much to offer us commercially, for an American team. I mean, racing in the US, we can bring customers and employees to California, to Florida, to Ohio, all over, and we cannot get that benefit from Formula 1."



The Captain would like to see Formula 1 back at the Indianapolis Speedway, which last staged the US Grand Prix in 2007

Why have there been so few American drivers in Formula 1 in recent times?

RP: "The opportunities haven't been there because of the processes in Formula 1. The big teams like Red Bull, Mercedes or McLaren, they start with these kids at such a young age, and they pick from the ones that are coming up through the lower formulae in the European market. I think, actually, that F1 has missed out on some good drivers like Alexander Rossi who did race F1 for a short time. He's a quality guy, and a very good IndyCar driver. Then there's Colton Herta, Patricio O'Ward, Josef Newgarden who, given the right opportunity, would do very well.

"Then there's Scott McLaughlin, who's one of the brightest and most competitive young men who has ever come our way. His transition from winning championships with us in V8s in Australia, where he helped build the team, to IndyCar has been very impressive. People said we went over there with a boatload of

money but that simply was not the case. We built that team with our commercial partners. And, you know, Scott had never driven an open-wheel car but every IndyCar race he just gets better and given time he's going right to the top. He's a great team player, 100% committed and he delivers. Scott ticks all the boxes. If these guys can't get into a top car in Formula 1 they are better off staying in the US.

"Also, I don't think there are drivers in the US who can come up with the financial support they'd need for F1 where a lot of the drivers are buying their rides. We've never had a driver buy a ride with Penske. When I consider a driver, I look at the person, the character, does he have integrity, does he understand our brand? And he has to know how to win. A good example is Rick Mears. He was the one who really helped us build after Donohue. He was good technically and, although he'd rather be in the cockpit than have to stand up in front of people, he got pretty good at that too from

GETTY IMAGES, PORSCHE



In 2008 at the 12 Hours of Sebring, Penske Racing's Porsche RS Spyder LMP2 halted an Audi winning streak going back to 1999. Roger will be driving the car at Goodwood

a consumer point of view. It always depends who's available but for us building up a group of younger people is important. That's how we can sustain our reputation and our winning record. We want to build these people, not just hire them and move them around."

RP: *Were you always good at doing deals or was that business acumen something you developed once you stopped driving?*

RP: "I guess it goes back to my dad. He always told me, 'If you need something, say for \$10, you go out and raise five and I'll give you the other five.' So I worked in gas stations, I had paper rounds, summer jobs in high school, to raise my own money. So it's in my DNA. One time I worked for the Jaguar importer in Cleveland. We took the cars off the boat, I'd prep them, fit the licence plates and deliver them to customers just so I could drive them round the block. So, yeah, I credit my parents with learning that lesson about making my own money, about how business works."

RP: *You have built a quite extraordinary global automotive and racing business, always seeking new opportunities, but do you get time to look back on these achievements?*

RP: "I don't like to talk about what we have done or haven't done. I put the numbers up on the board and let other people add them up and make the comments. I relate more to

the people I've been able to bring together as one team. I like to run a flat organisation and we've built our business on partnerships, that's both internally and with sponsors and business partnerships. Yes, we've had success, but you always want more and, being a car guy, a racing guy, there's nothing like competition to take you forward. In business you get a report every quarter but when you race you get your results every weekend, that's what's great about competing.


"Relationships are so important, whether that be with General Motors, Ford, Chrysler, Porsche, these are all tied to commercial success, same with all our sponsors. I don't have a favourite car or driver, every individual is important to me. We care about them, we encourage them to do the best for themselves and for the company. I tell them, 'Make a reputation for yourself, make

the company better, and that way you help move the business forward.'

"Most of our people have started from the bottom, we promote from within, and our race drivers have come up through the ranks. All these people know and understand our mission. My job is to get just above the whole operation so I can see the big picture. I can't wait to get into the office every day, there's always something going on in racing and in our business. Our success is not just about winning 18 Indy 500s, that's just a part of the

story. It's about the partnerships and businesses that we've generated alongside that. We have more than 60,000 people in the company now, we have over 333,000 trucks on the US highways. This year we'll sell 600,000 new and used cars. These things take time to build and it's always about our people."

RP: *We're excited about seeing you and your cars at the Goodwood Festival of Speed.*

RP: "Yeah, I'm just embarrassed that it's taken so long for me to show up at the Duke of Richmond's front door but we're excited about bringing some great cars. I'll be driving our LMP2 Porsche Spyder RS that won at Sebring in 2008, the first time Audi had been beaten since 1999 and Porsche's first victory since 1988. I've driven the 917/30 but I've never driven the Spyder before, so it's going to be a lot of fun. You could help me by sending me a map of the track because I have no idea where it goes. Right now it's all anticipation and not so much knowledge." 

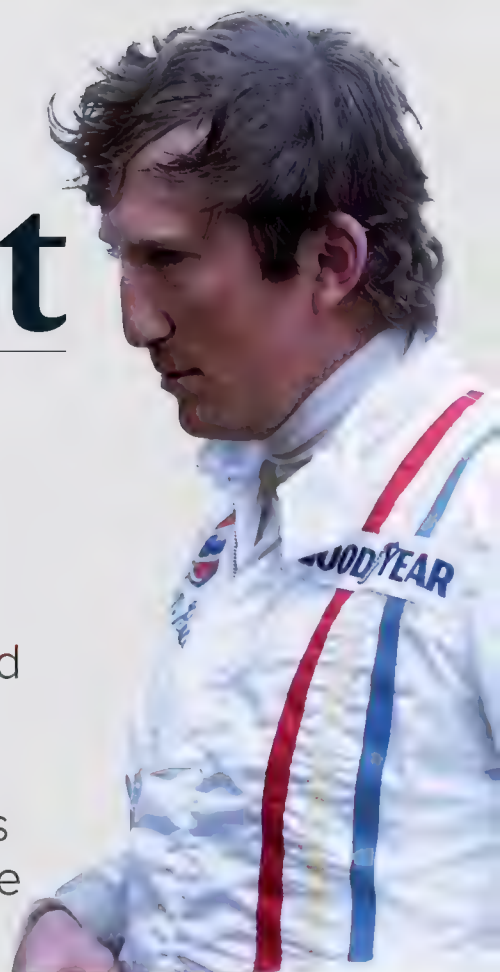




MY Greatest RIVAL

**JACKIE STEWART
ON JOCHEN RINDT**

An adversary but also a friend
– **Sir Jackie Stewart**
remembers his grapples in
1969 and '70 with the Lotus
driver who had hit his prime



YOU MAY EXPECT ME TO choose Jimmy Clark but I didn't see him as a rival because he was ahead of me when I arrived in Formula 1 in 1965. I wasn't quite ready to challenge him – although I won at Monza that year – and we still share the lap record at Goodwood, which is so nice for me. My first season at BRM, my team-mate Graham Hill was my main rival as I knew I had to be faster than the number one driver. When BRM brought the H16 engine in 1966 my main rival was the car...

So, across my career it was Jochen Rindt who was the toughest, the most competitive. In 1969 we had some great battles, notably at Silverstone for the British Grand Prix, passing and re-passing each other for the lead all the way. Out of Becketts, in the slipstream, we would point to which side we wanted the other to pass. We did that a lot, going on to the Hangar Straight. I was in the Matra, which was robust and reliable, Jochen was in the Lotus 49, a hell of a car but fragile, and I noticed his rear wing end plate was loose and touching his left rear tyre. I signalled to him that he had a problem

with the rear wing when I came alongside him. We were racing nose to tail but he had to pit and I won, a lap ahead of the field with Jochen fourth. It was a really great fight while it lasted. One of my very best memories is racing with him as closely as we did that day.



Head-to-head

Stewart	vs	Rindt
7	WINS	6
6	POLES	8
5	FASTEST LAPS	3
11	PODIUMS	8
88	POINTS	67

Stats from 1969 and 1970 F1 World Championships

Jochen was very fast, a very clean racing driver, and he had learnt not to over-drive the car by this time. Early in his career he was always sliding, lots of opposite lock, fast but furious, bordering on reckless. Everyone thought that was wonderful but it wasn't, it was bad for the car. You know, I don't think he ever felt 100% safe in a Lotus but in 1970, that terrible year, he was unstoppable in the Lotus 72. Until I got the Tyrrell in the summer I was in the March. The car was a waste of time, so I couldn't race him.

You can always learn from your rival. I learnt a lot from Jimmy Clark; he was simply the best, a truly classical driver. The main thing is you have to trust a close rival and Jochen took time to mature, to control his emotions in the car, become a less furious racer. From my success in shooting for Scotland and for Britain I'd learnt to control my emotions, and I knew what it took to win. Emotions in motor racing are dangerous. Mine went to zero during a race. I talked to Jochen about managing his mind, driving more smoothly, less of a spectacle, but faster. We were good friends as well as neighbours and great rivals."

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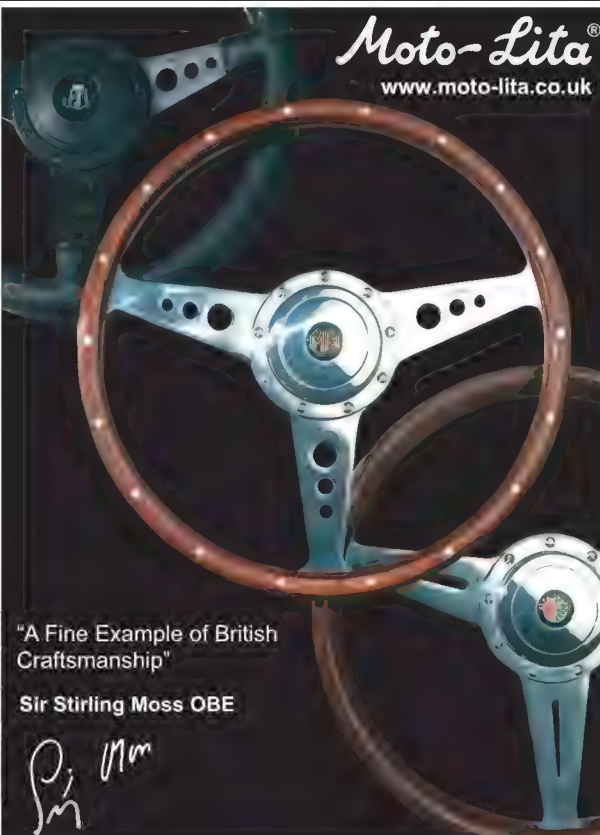
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Flashback...

For two decades **Maurice Hamilton** reported from the F1 paddock with pen, notebook and Canon Sure Shot camera. In this month's image, Ivan Capelli connects with nature after the 1988 Canadian GP

THE TRANQUILITY OF A RACE track a few hours after the finish makes a stark contrast to everything that has gone before. It's a striking feature of any major motor race and evident to those staying behind to complete their weekend's work.

For journalists, it was particularly noticeable in Canada in 1988, given that the media centre at Circuit Gilles Villeneuve was situated in the control tower. While writing my race report, I happened to look out of the window and saw Ivan Capelli feeding seagulls on the deserted main straight. It was the work of a moment to nip downstairs and take this picture.

This scene was typical of the thoughtful and kindly Italian. During an interview many years later, he would describe the pleasure he got from soaking up the atmosphere of a

race weekend, from beginning to the very end. He would, for instance, make a habit of standing in the middle of the stadium at Hockenheim, just to look up at the empty grandstands and savour the silence compared to the bedlam earlier in the day.

Being in the middle of the St Lawrence, the Montreal track was heavily populated with seabirds once the noisy race cars had been silenced. Capelli's union with nature was rounding off a satisfying weekend, the man from Milan having finished fifth to score the first points of the season for the reconstituted Leyton House March team and their young designer, Adrian Newey.

Having run out of titbits, Capelli was heading back to the March garage when his sense of well-being was literally wiped out. A minibus carrying crew members from a leading F1 team sped down the straight, fatally injured at least two birds, and drove on.

Capelli's distress and outrage were apparent as he ran back and vainly tried to resuscitate the injured gulls. (He would later report the incident to the team principal concerned. The guilty members were reprimanded, and a contribution made to a wild bird charity.)

Putting this painful episode behind him, Capelli would go on to take an outstanding second place in Portugal three months later, his March-Judd showing a clean pair of heels to the champion-elect, Ayrton Senna, and giving the similar McLaren-Honda of Alain Prost a run for its money before the turquoise March had to slow with overheating problems.

Capelli was the toast of Estoril. Knowing the buoyant and mischievous mood of the small team from Oxfordshire, it can be assumed that Ivan's post-race moment of contemplation that evening would have been brief - if it happened at all.



LETTERS

WATCHING THIS YEAR'S RUNNING OF THE INDIANAPOLIS 500, I WAS STRUCK BY THE sheer joy of the event compared to the atmosphere in Formula 1. Cynics may wince at some of the pre-race formalities at The Brickyard but from the songs to the flypasts, from the presentations to the 'most famous words in racing', the whole show is designed to engage both the fans at the track and those watching at home. Whether it be old heroes in attendance or drivers accompanied by their wives, partners and children the impression was one of a great occasion. The fact that the race itself was not marred by huge accidents (Graham Rahal aside) and that we saw the fairytale fourth win for H lio Castroneves made the whole event so, so watchable. Contrast F1 with its ludicrous and unnecessary expense, its tyre blankets, huge pitcrews, extravagant aero and ghostly paddock. How often have we seen F1 drivers barely talking to each other after a race? Contrast the reaction of drivers, team owners, mechanics and even The Captain himself, all eager to congratulate H lio - and this for a driver without a regular seat!

F1 has a great deal to learn from IndyCar; the cars may be more advanced, the leading half-dozen drivers may be a cut above their contemporaries in North America but come on, this is supposed to be not only a sport but also entertainment. IndyCar wins hands down.

TONY BOULLEMIER, HANGING HOUGHTON, NORTHAMPTONSHIRE



If it breaks, build it a tad stronger. Chapman's trials by fire weren't always popular with drivers

IHAD SOME FIRST-HAND EXPERIENCE OF the fragility of Chapman cars [*The speed of light, July*]! At 10pm one day Ronnie [Peterson] rings: "Brode, the 76 is ready for a shakedown. I'll pick you up at 6am." I'd learnt early that when Ron, Frank [Williams], Hollywood [Mike Hailwood], Barry [Sheene] and indeed George [Harrison] said, "Brode, what you doing tomorrow?" there would be an escapade not to be missed, as what was normal for any of them was an adventure that they couldn't help. Extraordinary things just seemed to cluster around famous guys!

So at 6am we jump into an experimental V8 BMW CSL, rear end out all the way up to Hethel, with Ron already in his driver's suit - no motorhomes then. I've tried that, but you do look a plonker if stopped by the police.

The stunning 76 was sitting there all warmed up, and in jumped Ron, doing three

or four laps at a time, with the lovely and very proud Ralph Bellamy (its designer) looking on as if he'd just given it birth.

Then a blue Elan 2+2 pulls up and out gets Chapman, who doesn't even say "Howdy doody" to anyone - he was always plain rude. He just talks to Ralph, and then says to Ron, "Go up to the start of the straight and do a quick start," and pointing at a rusty barrel, "When you're alongside that, brake as hard as you can to a standstill but don't lock the wheels."

So Ron does a standing start, whacks it up the gears and precisely opposite the rusty barrel hits the brakes, whacking down the gears, when maybe 100ft from us his left-front wheel folds up and wraps itself over the nose, immediately followed by the offside wheel with bits of attached suspension. So no brakes, steering or vision as Ron slithers head-down in a straight line by us to a standstill. If you hear it, you'll remember the sound of ally scraping on concrete from 140mph forever!

We all wandered up to the crumpled Lotus 76 as Ron jumped out, wrenching his helmet off, looking slightly bemused. Ralph was beside himself with apologies to Ron; Chapman said nothing, just stood at the front of the wreck looking closely for a few seconds at both sides, then said to Ralph, "Build another set of front suspension one gauge up," walked over to his Elan and drove off.

We jumped into the V8 CSL, and Ron drove like a damp cloth to the A11, at which

point I asked, "Are you intending to drive all the way home like this? If so, I'll drive." Well, he wasn't risking that; he looked at me, went from fourth down to second, and rear-ended the CSL all the way back to Maidenhead.

By the time I'd finished processing plating work needed for the next morning, I got home at midnight. Yes, an interesting day!

I was thinking, "Hey, Chapman ain't daft - don't build expensive test rigs, just stick in a driver." Later that year, after Ron had 11 semi and total brake failures, culminating in 150mph into the fence posts at Zandvoort, I wrote a letter to Chapman for Ronnie to sign. It explained that those failures were way above what might be expected, so in the event that Ron was hurt, he at least had a letter into Chapman venting his opinion, which might help any subsequent action.

I don't know if Ron had a reply.

DAVE BRODIE, WHITCHURCH-ON-THAMES, OXON

THE JUNE MAGAZINE WAS A PARTICULAR delight. First, the article on John Gentry [*The changing man*]. John, along with the team manager Gary Taylor, organised a superb day at Donington Park where I assessed [Suzuki works bike rider] Kevin Magee after his neurosurgery to see if he was fit to ride again. There weren't many neurosurgeons who rode motorbikes in those days and I was asked by the FIA and Suzuki to take a look. After medical examination we went out on the track together, him on a 500, me on a 250 waiting until he lapped me. Kevin said with a smile just before we went out that if I was faster than him I could have the ride, but he didn't think he could handle the brain surgery. He passed with flying colours.

Secondly, the brilliant article by Mat Oxley on TE Lawrence [*Every journey is a race*]. I was fortunate that when Oxford's Radcliffe Infirmary closed I was able to view the handwritten notes by Oxford's neurosurgical founder, Hugh Cairns, detailing his consultation with Lawrence. Sadly there was nothing that could be done, but as Mat's article pointed out the event started off Cairns' crusade to have all soldiers riding bikes to wear helmets, which eventually became modern practice. Like them or loathe them many lives have been saved by them.

PETER RICHARDS, CONSULTANT
NEUROSURGEON (RETIRED), OXFORD



Doug Nye prepares to ride at Silverstone in 1987. Peter Richards helped assess his return to competition after neurosurgery



Who, what and where? This image was actually taken in Germany, not Northamptonshire

issue. I would like to make a small correction: the picture on page 79 was taken before the German Grand Prix on August 2, 1964 in front of the Nürburgring start and finish building, not in 1963 at Silverstone as stated.

Giancarlo Baghetti, Edgar Barth and Phil Hill, in the picture, were not at the start of the 1963 British GP. However, all the pilots pictured started at the German Grand Prix in 1964. No offence: *Motor Sport* is and remains the number one motor sport magazine, and that's why I've been a reader and subscriber for decades.

JÖRG-THOMAS FÖDISCH, GERMANY

May I congratulate Doug Nye for his wonderful article (*The Archives*) in the April issue (just arrived in this far-off land) on what constitutes a truly 'original' car. His reference to Jenks' help back in the late '70s or early '80s on compiling a quality assessment scale for what could constitute 'originality' set me on the search for my favourite DSJ article on this subject.

Voila, after hours searching through my *Motor Sport* volumes from 50 years past, there it was, *Rebuild - Jenks' Letter to readers* in the November 1989 issue of our Original Racing Magazine. Hopefully *Motor Sport* will reprint it for all collectors to read this brilliant story on the restoration of a 1928 Type 35B Bugatti, which when finished, resulted in two Type 35B Bugattis!

Other articles on this subject by Jenks that I uncovered that interested readers might like to search the archives for are *Historic racing cars*, January 1980, *Historics are hysterical*, May 1980, *A prolific industry*, January 1989 and *How many more?*, December 1989.

BILL ATHERTON, MELBOURNE, VICTORIA

CONTACT US

Write to *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE or e-mail, editorial@motorsportmagazine.co.uk

IHAVE BEEN RESEARCHING THE HISTORY OF EAD Eldridge's Land Speed Record Fiat Mephistopheles and I am seeking any information about his friend and mechanic Jim Ames, who worked with him approximately between 1919 and 1927 when Eldridge moved to France. Jim Ames was involved in the rebuilding of Mephistopheles, including the fitting of the six-cylinder Fiat Aviation engine. I have not been able to find out any information about him other than his name so anything would be gratefully appreciated. My email is: cliveroberts146@outlook.com

CLIVE ROBERTS, FETCHAM, SURREY

Corvette Racing. Incidentally the picture of the C7R is actually the No4 which Jan didn't drive in 2018; he drove the No3 car, which had the white banner at the top of the windshield.

Jan was originally the third driver for the No4/64 Corvette C5-R/C6-R from 2004-2006 but switched to the No3/63 car at Corvette Racing from 2007 until he left the team at the end of the 2019 season.

How do I know all this? I've written two books about Corvette Racing, the latest being *Corvette Racing - The First 20 Years*, which covers up to the end of the 2019 season.

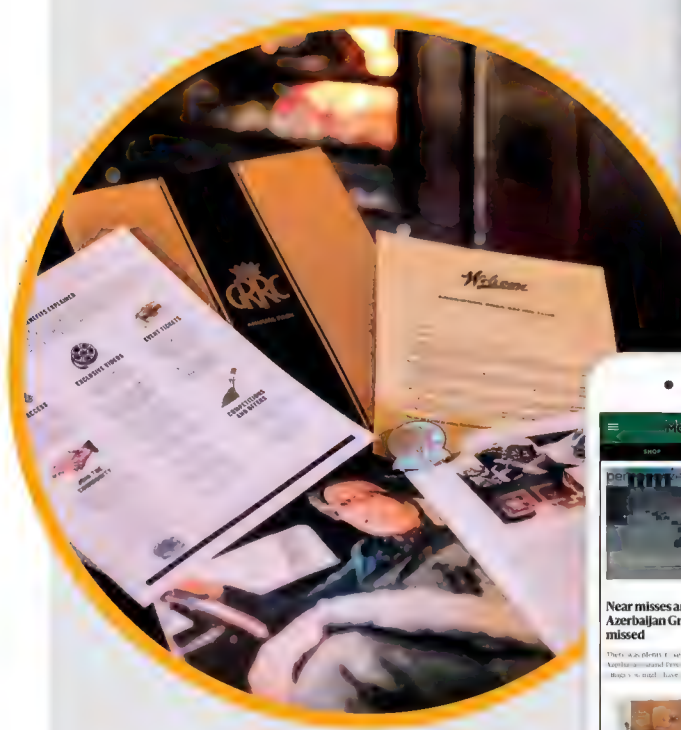
NIGEL DOBBIE, ÉCHAUFFOUR, FRANCE

ROB WIDDOWS' INTERVIEW WITH JAN Magnussen [*Racing Lives*, June] was great. However, I was disappointed it didn't make more of the time Jan spent with

THANK YOU FOR THE EXCELLENT coverage of Sharknose [*Lost Ferrari rides again*] and the article on Giancarlo Baghetti [*The debut king*] in June's

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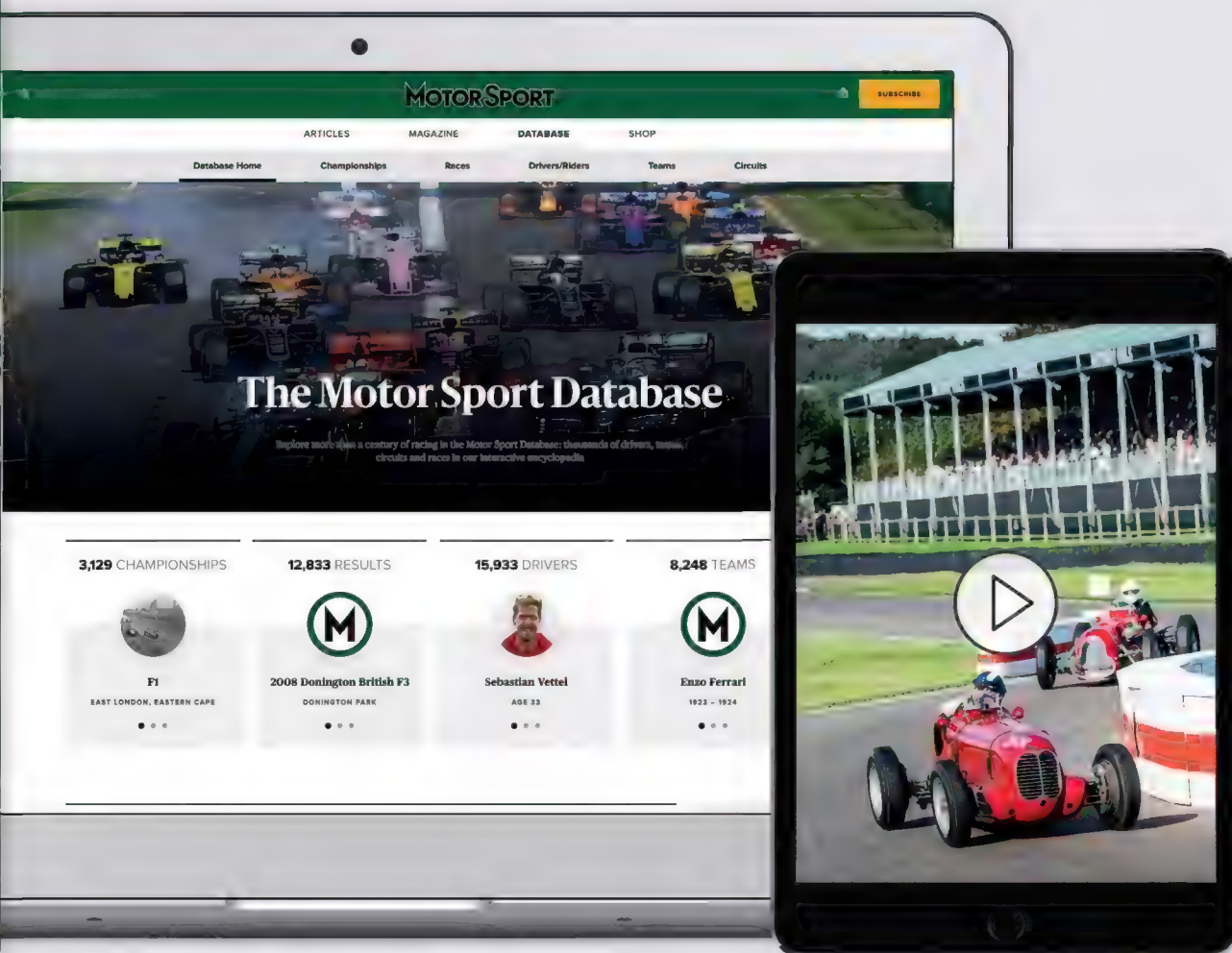
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This man

is taking

a new

generation

along for

the ride

A full-page photograph of Lando Norris, a young man with dark, curly hair, smiling at the camera. He is wearing a white McLaren polo shirt with various sponsor logos including 'DEL Technologies', 'McLaren', 'Sprint', 'Audi', and 'Pirelli'. He is also wearing a blue and black watch on his left wrist and an orange braided bracelet on his right. The background is a blurred image of a McLaren Formula 1 car with orange and blue livery.

LANDO NORRIS

Baby talent, mature character, and perhaps more in touch with his fanbase than any driver out, Lando Norris is playing a major role in F1 on and off the track.

Now in his third season at McLaren, Lando Norris is bringing more to the table than potential. His sense of fun and social media profile are attracting a swathe of fans to the sport. Ahead of the British Grand Prix **Damien Smith** meets an F1 high-flyer with a lot to smile about

PHOTOGRAPHY: JAYSON FONG



A superb podium in Monaco brought Lando's tally to three grand prix victories in his career thus far. Below: respect from Hamilton



LUNCHTIME AND A VISIT TO the McLaren Technology Centre. It is a treat that never grows old. The cool sci-fi calm of the long, lakeside boulevard peppered by some of the world's most famous racing cars always triggers a flutter of adrenaline. Imagine working here, every day. In the race departments, fully exposed like fish in an aquarium - still amazing given the sensitive secrecy of F1 team operations - busy staff are fully engrossed, seemingly oblivious to outside distraction. It feels wrong to stare too long. But then suddenly their heads bob up, they look through the glass, smile and wave at the skinny-legged figure who's just entered the building. He stops, returns the smiles and waves back. Here on his home patch, everyone loves Lando Norris. It's impossible not to - especially right now.

"I live a cool life, I can't complain about anything," he admits as we settle beside an MCL35 carrying the smart (sadly one-off) Gulf Oils livery, as featured on his drive to a fine podium third at Monaco a few weeks earlier. "Things are going well."

They sure are. We're catching Norris in the warm glow of ascendance, a few days after the Baku grand prix, on a short break from a day of duties in the simulator and surely now well beyond the moment of transition from newcomer to established contender. Still just 21, the kid - and endearingly he still is, at least on face value - is growing in stature in his third season in F1, and can no longer be patronised as merely

'promising'. The pre-season external chatter, and indeed internal target, was for Lando to raise his game, especially in the face of the 'smiling assassin' threat of incoming team-mate and proven race winner Daniel Ricciardo. He's answered that challenge emphatically so far: six races in, Norris is the only driver on the grid to have scored points every time, and they've generally been decent points too: podium thirds at Imola and Monaco, a fourth in the Bahrain opener - "are those fireworks for me?" he quipped cheekily as he took the flag - a pair of fifths and an eighth on his only slightly lacklustre weekend, in Barcelona.

Sure, there have been errors in qualifying and the Saturday score to his team-mate after Baku was 3-3 - but noticeably on Sundays Norris has always finished ahead of where he's started, while Ricciardo has toiled more than expected to acclimatise to a newly Mercedes-powered B-spec MCL35M that has challenged both drivers to adapt their approach. The score, in our moment with Britain's new F1 rocket-man and not far ahead of what should be a glorious homecoming (hopefully in front of fans) at Silverstone, has carried Lando to fourth in the standings, only three points behind Sergio Pérez in the faster Red Bull, and an impressive 40 ahead of his 'big beast' team-mate.

Nothing about this performance can be put down to chance. Norris openly admits he's stepped up his game as ordered and puts it down to sheer hard graft. "Yes, especially over the winter, that's your big time gap," he says, explaining how studious work put in at the MTC is translating into what we've seen so far in 2021. "I'll be here a lot with my engineers, reviewing everything from the past two years, last year particularly, to learn and improve on my weaknesses and strengths. Everything to understand more who I am as a driver, the things I really need to work on.

That's why I've come back this year as a much better driver than I was last year. It's not that I've just rocked up and I'm quicker, I've spent a lot of time on the simulator with my engineers, reviewing my driving from last year against Carlos [Sainz Jr], in preparation for this season and then putting it all

together. It's not something that just comes easily, especially when you are going up against 20 of the best drivers in the world. It's not easy to find one or two tenths, it takes time, a lot of understanding and hard work. That's something I did a lot of over the winter and I still am - and it's paying off."

Norris is courteous, considers every question put to him carefully and then offers full, thoughtful answers. "At the end of last season I already stepped it up a bit," he adds on his current momentum. "In Abu Dhabi, I feel like I did my best quality [of the year] and it was a great race." His finished fifth, just ahead of Sainz ●

"Norris can no longer be patronised as merely 'promising'"



Norris finished ninth in the drivers' standings last year but he's well up the field this season

to secure McLaren third in the constructors' standings. "The last few weekends of the year were very strong and I just managed to start this year in that form, and even better. I've been the only driver to finish in the points in every race so far, so it's been very good from a consistency point of view. Of course I have made some mistakes: quallie in Imola, last week with the red flag" - a last-minute call not to enter the pitlane earned him a three-place grid penalty, to his continuing chagrin - "some quallie laps in Barcelona. It's not like it's been perfect, but whenever I've made one mistake I've maximised in every other area. Even if I have made that one mistake it hasn't put me to the back of the grid, it's not cost me a whole weekend."

What's really been noticeable are the race performances. "More often than not, [on] Sundays I've been very strong this year," he says. "That's where the points are. Last year I knew my race pace was my weakest area and my quallie was my best. Already in year one I outqualified Carlos for the whole season. That was my strength and I knew I had to work on the races, and now it's almost the opposite. I feel like I have to step it up a little bit in qualifying and make sure I put it all together."

He sounds serious, doesn't he? It's easy to dismiss Norris as a sunny, happy-go-lucky joker - because that's his natural personality. But there's proper old-fashioned racing driver steel behind the smiles, just as there is with Ricciardo. Lando has spoken about showing a more mature approach to the world and he's trying - but that won't blow out the welcome breath of fresh air he's brought to a sport that often takes itself too seriously. "I'm still 100% myself," he insists on his tweaked approach. "In everything I do with my engineers and the team I've not changed one little bit, I'm exactly the same. It's more just the perception you

A strong fourth place in the season opener at Bahrain established Norris and McLaren as early 'best of the rest' contenders. Below: joy at third place in Monaco

give to people rather than changing who I am or what I do or say. I feel like I'm a hard worker, it's not like I just drive the car. I spend a lot of time here working with my engineers and try to motivate the team. Not many people see that often."

Still, the kid inside the man is never far from the surface. Like most 21-year-olds, he's sensitive to what others think about him and appears to genuinely care how he comes across. For our photo shoot, there's a nice moment when he fusses over his 'hat hair' and ever-patient PR Charlotte steps in to help, her efforts repaid with a cheeky, "Thanks mum." You'll likely have

noticed on TV, as his team has noted, Lando also has a natural tendency towards self-deprecation - almost to a fault. It's all part of an immensely likeable and remarkably normal, down-to-earth character that

hopefully won't change too much as his life and career progress. And for all his efforts to appear more 'serious', he's not about to change his social media habits too much - which is a good thing.

For some, living life glued to screens can appear a little baffling. But newsflash, everyone: young people exist in a different world from the one we grew up in - and their social habits are far from all bad (stop tutting at the back). Most vitally, Norris, George Russell, Charles Leclerc, Max Verstappen and the rest of the new wave are also finally driving a new audience to F1, and a crowd the sport has been desperate to reconnect with for decades. Young people are beginning to tune in

"I'm still 100% myself, it's just the perception of you changes"





McLaren gets Extreme with expansion

The Woking team prepares to head off-road next year

McLaren will bring its papaya orange livery to the Extreme E electric SUV series next year, joining teams run by the likes of Lewis Hamilton, Nico Rosberg, Jenson Button and Carlos Sainz.

Zak Brown (*inset, left, with Extreme E founder Alejandro Agag*), McLaren Racing's CEO, says that the decision would help "accelerate" the Formula 1 team's efforts and boost its "sustainability agenda".

The timing of the announcement, in early June, was driven by fear of missing the boat – literally – because the equipment and cars are shipped around the world and capacity is restricted to 12 teams, with nine slots already filled.

"I believe the franchise will be sold out quickly," says Brown. "We felt with the success of the series that we didn't have the luxury of waiting another six months."

Neither Lando Norris nor Daniel Ricciardo are likely to find themselves churning up sand in the desert or sliding around glaciers (races are held in areas threatened by climate change). McLaren is likely to look to the rally and rallycross world — or rival teams for its male and female driver. "The closer [the drivers] are to their discipline, probably the more competitive they'll be," says Brown.

Brown adds that recent IndyCar success, and an injection of finance had emboldened McLaren. A positive reaction could lead to a Formula E entry, and the team is considering a return to Le Mans.



GETTY IMAGES

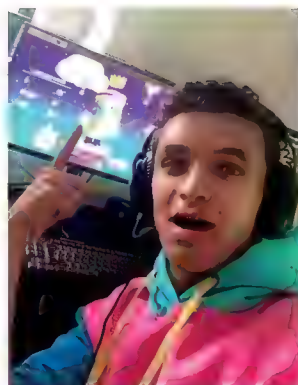


Lando is feeling increasingly at home at McLaren's hi-tech HQ

again. Netflix and *Drive to Survive* have helped, but it's more than that, as I know from personal experience. Since he was little I've taken my oldest son to race meetings, from grands prix to clubbies, and while he usually enjoyed it I could tell he didn't really love it like I had. Fair enough. But now, just turned 17, he is properly tuned in to F1 and is extremely well-informed. Absolutely nothing to do with me: it's all down to Lando and co, and their open presence on social media. Long-time readers of this magazine bemoan how closed modern motor sport has become over the decades compared to the open paddocks of the past. But to new generations, drivers have never been closer or more in touch with the public - for good and ill.

Norris smiles when I tell him about my son (he's heard such examples many times before). He knows his natural habits are good for F1, but at the same time he's all too aware he has to be careful. "It's easy for people to use things as excuses [against me], especially when someone's a bit different [and active on] YouTube, on social media a lot and Twitch [a live computer game streaming platform that kids in particular love. Look it up. I had to] It's easy for fans to shift blame for something on to that. If I've had a bad result or messed up a quallie lap it's easy for people to say, 'Maybe you should concentrate more and not spend time on Twitch.' I can tell you every single driver has plenty of hours to sit on the sofa and watch Netflix - that's all they do! Just because they don't post it on social media people think they are in the gym 24/7, which they are not! Whenever I have a couple of hours off, relax and do what I want to do I chat to my mates and just stream at the same time so people can watch me do it. That gave people the perception that I wasn't spending so much time working and trying as hard as other drivers, which is not true. So I've had to cut that down slightly and allow people to think I am a hard worker and be the best driver I can be."

We're speaking on the same day England cricketer Ollie Robinson announced he was taking "a step back" from the game, following the storm that followed the



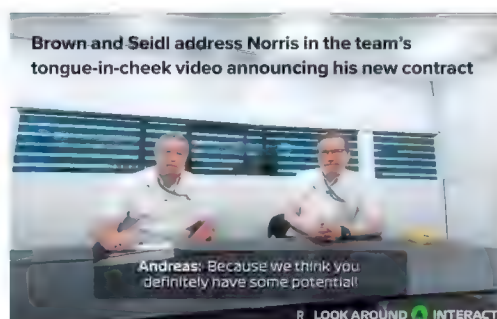
Norris has just shy of a million followers on streaming platform Twitch, and once joked that his first win in the hugely popular knockout game *Fall Guys* was almost as good as an F1 podium

"On Twitch, that's me talking as a normal guy, not an F1 driver"

disclosure of offensive historical tweets he made as a teenager that then cost him his place in the national side. Sports personalities have never faced such levels of scrutiny. "I sometimes share my opinion too openly and I do get criticised quite a bit for a lot of things I say," he says. "But it's my opinion and people don't have to agree with me. Also, it's not easy when you are in front of the cameras to say everything correctly. With streaming on Twitch, that's me just talking as a normal guy, not as an F1 driver. It's just me chatting to people who are asking questions. You do have to be careful and it can be a cruel world. But there are so many positives and benefits, I wouldn't change it for anything, there are definitely no complaints from my side. I'm a lucky guy to get to drive a McLaren and travel the world."

He'll be doing it for a while longer yet, following his newly minted "multi-year" deal with McLaren. The team put out an amusingly nonchalant video, featuring Norris being called into an office where McLaren Racing chief Zak Brown and team principal Andreas Seidl pushed a piece of paper at Lando and said, "Sign this." Nicely done, but Norris will know this deal is a big career moment - arguably more significant than landing the McLaren race drive in the first place. At this stage, more money is at stake and it's an affirmation that a driver truly belongs in grand prix racing. But why has Norris committed so early? His stock is rising, other options might have been open. It certainly shows a returned faith in McLaren, and also follows a trend set by Verstappen and Leclerc, who made similar early commitments last year to Red Bull and Ferrari.

"One [reason] is just to get it out of the way so I can focus on the rest of the season," answers Norris. "I'm very happy with where I am, I'm enjoying myself which for me is a huge part of what I do. We're on a good trajectory of performance and results. We're much better this





year than last year and I'm obviously hoping we can continue that over the next few seasons. It's a tricky one going into next year because there are so many rule changes. We've pulled up a lot over the last few seasons, but to be able to start off in a much stronger point with new regulations I think will help the team a lot. It's like a fresh start again next year, with a very good solid foundation of Daniel and myself and everyone with a good and correct mindset compared to a few years ago when we were still building and there were a lot of changes structurally. I'm very happy with how I am. Of course I would love to be winning races now, but I believe we can as a team in the future."

That's the key point. Norris presumably feels he's in the right place to win grands prix and even a world title one day. But it's been a long time for McLaren, on either front. Does he really believe the team which, lest we forget is a mere customer that buys its Mercedes engines, really has what it takes to step up and join Mercedes and Red Bull in the premier class? "I want to believe so, yeah," says Lando. "We're still a little bit away now, this season we've still got a lot of work to do. But over the next couple of seasons I feel we're in

a much better position to start off strong and build from there. Mercedes is doing a great job with power units and the back end of the car, they are still leading the way in a lot of areas with that and [the engines] are all equal, you know? Yes, McLaren is a customer team, but everyone has the same engine within Mercedes. Everyone is treated equally and in the best way possible, and they want the best for us. They want to look good, no matter if it's in their car or someone else's. We're still McLaren, still an independent team that wants to win outright and be the best. Yeah, I believe soon we can bring the fight to the top teams."

Feeling loved counts heavily for racing drivers, and it's clear how at home Norris is at the MTC. He's a good sport as photographer Jayson directs him for our pictures, even when he's asked to stretch out on his back in front of the car, his two podium trophies from this season positioned next to his head. A bit of lying-down-on-the-job ribbing from passers-by is taken in good spirit and when we're wrapping up a few visitors approach him for (socially distanced) selfies. Norris is modest, patient, respectful and careful to appear well-mannered. He's mature, just as he has to be.

Even at his still-tender age Norris must now be a leader, representing a large group and heavy investment. As Seidl told us pre-season: "You could call him now a McLaren veteran. We clearly expect going into his third year in F1 with us to make another step." This is his team, the MCL35M his car - and that means Ricciardo has stepped into his patch.

He responds to that assertion with a smile. "In a way. Of course, having experience with a team is huge and it feels more and more like home. I've been with McLaren now for five years since joining as a junior

"I would love to be winning races now, I believe we can in the future"

driver and learning the ropes to now being in my third season. I live two minutes away so I pop in whenever I want to and just take a walk around and enjoy being part of McLaren. At the same time, it's not just being a part of it, it's also about being a member, wanting to be better and not just participate: raise the team, make it better and not just simply drive the car. A lot of this comes with experience. I didn't feel I was capable of doing this in the last couple of years. But coming in here now in my third season, I feel a lot more comfortable on the track so I'm able to spend more time and focus with the engineers and aerodynamicists on the bigger picture rather than how I can get the best performance on that one weekend. I'm thinking about next year and beyond."

Time's up, our moment with him has passed and Norris heads back to the simulator for more of that graft. He's in a good place, in more ways than one. ●

SILVERSTONE
HERE TO STAY.
LANDO: YOU MEAN...
...LIKE FOREVER?!



Norris at his debut
British Grand Prix in 2019.
Above left: he has a growing
support, and one that fills
with his sense of humour

That 'special' British GP feeling

Lando Norris is approaching his fourth Formula 1 race at Silverstone but this has the potential to be his finest yet. Here he reveals how he'll tackle his favourite section

The British Grand Prix on July 18 will mark Lando Norris's fourth appearance at Silverstone in a McLaren, despite this being his third season, thanks to the historic double-header last summer. But he admits it will feel more like his second home grand prix thanks to the return of crowds – hopefully – following the closed-doors of 2020.

"It's going to feel pretty special, I'm hoping we can have all the fans there," he says. "I feel like I'm a more established driver now within F1, so my fanbase is growing and I have more supporters.

A lot of British racing fans are also McLaren fans, so to see us fighting up there for a podium place, top fives and good points, they'll love that even more.

"Year one [in 2019] was very special. We had two races

there last year without any fans, which felt very weird. It was very quiet and abnormal. This year we can bring it back and I'm sure the fans are going to be more excited than ever to return to a race track. I'm hoping the atmosphere will be better than ever and it makes it so much more enjoyable as a driver, a lot more like F1. When there are no fans it feels like a test day, it doesn't feel as special. It will be cool, hopefully we can enjoy ourselves and put on a good show."



We ask Norris for his highlights of Silverstone and predictably he focuses not on one corner, but a whole section – more or less half the track, from the Brooklands left-hander by the BRDC Clubhouse all the way to Stowe Corner at the end of Hangar Straight.

"I like Brooklands and Luffield, there are a lot of grandstands around there and the field on the left where there are a lot of people," he says. "It's a cool little section for overtaking.

"Copse is easy now.

It depends a little bit on the wind. If there's a tailwind it can be a little bit trickier. But in qualifying you don't even have to think about it – even one-handed! You are flat out from the exit of Luffield all the way to the final part of Becketts. Maggotts/Becketts is number one at Silverstone, everyone always say it. It's cool, especially in an F1 car, and it's pretty insane.

"You are flat into the first left, right, even into the next left. You downshift twice and lift for the right-hander, then

it's straight back on, all in one motion, for the final part and long exit on to the straight. It's fast and I don't think the thrill of it will ever wear off, even if it's not flat out in the future. Next year it will be even cooler with the new cars, a bit

like Formula 2.

"Stowe is also very fast, because you are coming from very high speed. You brake, down one gear if you're in seventh, two if you are in eighth. It feels very

fast because you turn into the corner so quickly."

The quota of Lando Norris flags will be higher this time, given how far he's come since his maiden Silverstone F1 appearance. Homecomings are always that bit special – even more when you're on the rise. It could be the highlight of his season.


"I hope the atmosphere will be better than ever with fans back"

2021 British Grand Prix preview

Formula 1's first sprint qualifying is just one of the pulls at Silverstone. **Simon Arron** gives a taste of what to expect at this year's spectacle of motor racing

THERE HAS ALWAYS BEEN a sense of occasion about the British Grand Prix - and a wonderful 60-year-old photo by Bernard Cahier illustrates the point. In 1961, long before the days of mass media saturation in sport, the Frenchman stood to the side of the track at Aintree and captured the scale of the crowd, the packed 30-car grid and an unmistakable whiff of anticipation.

The Lancashire weather was fairly miserable, but it's an engaging moment, frozen forever in just a fragment of a second.

There is no debris fencing, nothing separates the cars on track from a naked pitlane, run-off areas were a distant figment of someone's imagination and a halo was something you were most likely to see on a Christmas card. The structure and texture of grand prix racing might have changed beyond measure over the intervening years, but there are a few notable constants - not least the fact that the British Grand Prix remains an *event*, every bit as much a part of the domestic sporting tapestry as the Grand National, Wimbledon, the FA Cup Final or a Lord's Test. 



Where are the bands, the women's racing series and the artisanal food? The British GP in 1961 at Aintree was a world away from the modern Silverstone experience



BRITISH GRAND PRIX

COVID RESTRICTIONS MAY YET SCUPPER SOME access for spectators this year, although Silverstone is hoping to allow full access. But capacity crowd or restricted crowd the race weekend itself on July 16-18 still promises to be one of the most exciting of recent years.

Lewis vs Max

Lewis Hamilton has notched up a record seven victories in the British GP and has been beaten only once since 2014 (three years ago, when he finished second to Sebastian Vettel's Ferrari). He might have had the best car beneath him for the vast majority of Formula 1's hybrid era, but he has made dependably good use of it - and has also managed to conjure a few victories when at a notional disadvantage, a gift that hallmarks all the true greats.

In sharp contrast, when Mercedes teammate Valtteri Bottas qualified on pole for the Portuguese Grand Prix earlier this year, the bookies made him only third favourite to win... and presciently so.

Barely had the campaign commenced when the more hysterical end of the punditry spectrum began proclaiming this as 'one of the greatest seasons ever', their rationale being that the renewed potency of Red Bull, in partnership with Honda, would enable Max Verstappen to challenge Hamilton on a regular basis - and perhaps even beat him.

Such judgments were perhaps best left until after the final race, rather than the first, but the early signs indicate that Mercedes faces its most earnest challenge since hybrid

V6 turbos were introduced, a period during which no other team has yet won a world title. If the race passes off without mechanical foible or major incident (cloudbursts, track invasions by defrocked priests and so on), it is hard to look beyond Hamilton or Verstappen (winner of the most recent World Championship grand prix here - the 70th Anniversary race, second leg of the Silverstone F1 double-header on last year's oddball calendar).

Sprint qualifying

Some purists might be up in arms, but F1's qualifying format has already been subjected to endless tweaks - two sessions, one session, qualifying tyres, control tyres, one car at a time, everybody running together, the artifice of variable fuel loads and, more recently, the knock-out format - so it's not as though years of unbroken tradition have suddenly been ripped asunder by the first

use of a sprint race to settle Sunday's grid.

The weekend's format is simple: F1 practice sessions on Friday and Saturday mornings, then qualifying on Friday afternoon to determine a grid for the following day's 100km sprint race, which will settle the starting order for the main 52-lap feature. F1 president and CEO Stefano Domenicali called it "testament to our united efforts to engage fans in new ways while ensuring we remain committed to the heritage and meritocracy of our sport".

Will it work if adopted in the longer term? In all probability, yes. The British Touring (né Saloon) Car Championship existed for many years on a diet of one race per weekend. That eventually became two and teams didn't much like the idea of adding a third, but the motion was passed, swiftly becoming accepted as the norm.

For more on the new format, see over the page.

"A 100km sprint race will settle the starting order for the main feature"

Supporting cast

In a bid to help teams prune their running costs, the FIA F2 and F3 championships no longer share the undercard at selected grands prix but appear separately, with three races at each of a reduced number of competitive weekends.

It will be F2's turn at Silverstone, which hosts the 10th-12th races of the season - two shorter events (21 laps) on Saturday and the main feature (29) on Sunday morning. Dan Ticktum (Carlin) has been an F2 front-runner for the past 18 months and is likely to be



Luffield gives extensive views and is covered. Below: an empty stand at Silverstone in 2020



The W Series makes its Silverstone debut. Above: Dan Ticktum is currently fifth in the F2 standings



...took his silver British Grand Prix in 2019, as did Clark's dad; his seventh came the following season

a strong contender on home soil, but is up against a rich seam of talented juniors, many of them already affiliated to F1 teams. The 17-year-old Frenchman Théo Pourchaire (ART) is worth watching, should he recover from a fractured arm sustained in Baku in time to race. An F4 champion in 2019 and runner-up in last season's FIA F3 series, he controlled this year's Monaco feature race with a maturity that belied his years.

The all-female W Series joins the F1 roster at selected grands prix this year and has a single 30-minute race on Saturday, while the Porsche Supercup follows F2 - and one of the daily historic demos - on Sunday.

Ticket info

As ever, the value option - three-day general admission - was snapped up swiftly. At the time of writing, general admission tickets were still available for Friday (from £99) and Saturday (from £149), but the only way to get last-minute access to the GP is to purchase a grandstand seat - though some of the favoured vantage points have sold out. Availability will diminish during the build-up to race weekend.

For over-18s who want to hang around and minimise the risk of becoming snared in post-race traffic, there is an after-show party with live music; tickets from £100.

As we went to press, the Government

announced an extension of Covid restrictions by four weeks, which includes the Silverstone weekend, but tickets were still available to buy. Check silverstone.co.uk for updates.

Motor Sport's top tips

Even if you have purchased a seat for three days, exploration is highly recommended - as are bicycles, if you can pack them practically.

Much has changed since Silverstone began life 73 years ago as a figure of eight, with little more than oil drums to separate cars as they approached each other from opposite ends of the same runway. One of the best bits - Bridge Corner, a fast, uphill right-hander created in 1991 - was bypassed in the name of 'progress' when the Arena loop was added to the track in 2010 (though it is still there as a forlorn reminder of past glories, and accessible to all).

For all that, the section from Copse through Maggotts, Becketts and Chapel is one of the most thrilling anywhere in the sport, a cocktail of extraordinarily high speeds and improbably brisk directional changes - highly recommended for watching qualifying and/or high-speed simulation runs.

Formula 1 cars might no longer be as elegant as they once were, but Silverstone nevertheless provides a wonderful stage to showcase their art. **O**



Short, sharp and unpredictable

F1's new sprint qualifying format will come to life at Silverstone. Here's all you need to know

FORMULA 1 WILL HOLD ITS FIRST sprint race at the British Grand Prix in July, and if the two-lap blast at Baku is anything to go by, they could well add extra spice to a race weekend. The format has been agreed upon by teams and aims to add extra on-track action to a race weekend with an additional shorter race.

Officially called sprint qualifying, it will slot into Saturday and provide an extra race that will set the grid for the main grand prix on Sunday.

The format will make two more appearances in 2021, believed to be at the Italian and Brazilian grands prix — assuming they both take place amid Covid restrictions, but how exactly will the new sprint races work?

Here is a rundown of the rules and regulations of the F1 sprint races, including format, points and race dates.

What is a sprint race?

Sprint races will add a new factor to the traditional Practice, Qualifying, Race format. They will be trialled this year to set the grid for the grand prix, in an effort to increase on-track action.

While the format F1 will use isn't quite the same as those used

in Formula 2 and 3, the intention is similar, which is to mix up the grid and provide more 'bang for your buck' racing.

The races will be shorter than the usual format and, while the winner will be awarded some championship points, the race's key role will be to establish the grid for Sunday's full-length race.

How will the races work?

The sprint races will not be full-length grand prix distances. Instead, they will run to 100km (62 miles), as opposed to the full 306.2km of the British GP.

Qualifying will take place a day earlier than usual, on the Friday of the race weekend, and the results from that will set the grid for the sprint race on Saturday. The results of the sprint race itself will then set the grid for Sunday's grand prix, which will still award full points and run to the usual distance and lap count.

Only the top three finishers in the sprint race will be awarded points. The sprint race winner will receive three championship points, the runner-up gets two and third place earns a single point, so there is some extra incentive to push on at the start of the weekend.

Parc fermé restrictions will now come into effect on Friday ahead of qualifying, instead of Saturday as it would on a normal weekend. This will prevent teams from setting up their cars specifically to take advantage of the new format.

They're "designed to increase the on-track action and engage fans in a new and innovative way", according to F1's commercial rights holder, Liberty Media.

How many laps is a sprint race?

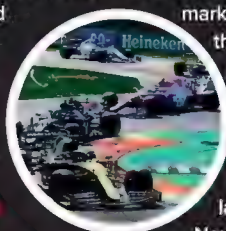
The sprint races run to 100km so, depending on the circuit F1 is using on a sprint race weekend, the lap count will vary. For the British Grand Prix at Silverstone, the race will last 17 laps, but if Interlagos hosts a sprint race later in the season, the sprint will last for 24 laps due to the shorter lap distance of the Brazilian track.

When will the F1 sprint races happen?

There are currently three sprint races planned to take place during the season, and Silverstone's one on Saturday July 17 is so far the only date and


venue set in stone. The subsequent dates are yet to be confirmed, but it is expected that both Monza and Interlagos could also host the new format later in the season.

Of course, due to the unpredictable nature of the world at the moment there are question marks over both races amid the pandemic, meaning plans for the other two sprint races could well move about a fair bit between now and Brazil's scheduled late-season slot in November.



British GP sprint race

The sprint race at Silverstone will be held on the same layout as the actual grand prix on Sunday. It should last around 30-45 minutes, assuming no safety car or red flag delays, but there won't be a podium ceremony as that honour remains exclusive to the main race on Sunday.

As with a normal grand prix, drivers will start the sprint on the tyres they completed their fastest time in Q2, should they make the final Q3 shoot-out session. They will then have free tyre choice for Sunday's grand prix. 

The grid in full

The opening races of this campaign have told us much about the potential of this year's field, but what do the drivers need to achieve at Silverstone? **Mark Hughes** gives his verdict



Lewis Hamilton

Key to extending that record of British victories will likely be in qualifying and using his Merc's speed through Maggotts/Becketts.



Valtteri Bottas

Historically he's been able to engage Hamilton in battle here and he needs to remind the world of his speed after a difficult early season.



Max Verstappen

Getting the Red Bull on the Merc pace in the high-speed sections where drag is dominant might be a tough ask.



Sergio Pérez

After his breakthrough in Baku it's all about not getting tagged behind slower cars so that he can be used as part of Red Bull's race strategy.



Charles Leclerc

On paper Silverstone isn't a Ferrari track, with high sensitivity to power and drag, so all he can do is squeeze every last drop from the car.



Carlos Sainz

Rekindling the momentum that was interrupted in Baku and staying on or about Leclerc's pace will be a good achievement.



Lando Norris

Taking the ball and continuing to run with it after emerging as McLaren's cutting edge will require focus and steel.



Daniel Ricciardo

Silverstone is the sort of flowing track at which Ricciardo's difficulties with the McLaren may be minimised, so he has to make it count.



Fernando Alonso

Not here to make up the numbers but his prospects of returning to the front probably lie exclusively with this team's ability to break through.



Esteban Ocon

Carried a lot of momentum into the season after a strong late-'20 but his challenge is to retain such form against an improving Alonso.



Pierre Gasly

Consistency and speed are there on demand these days but there's a glass ceiling and he needs to attract interest from outside Red Bull.



Yuki Tsunoda

Sometimes startling speed is not yet evident everywhere but Red Bull have major plans for him and the challenge is to avoid repeat errors.



Sebastian Vettel

Seb's Aston career entered a sweet phase from around Monaco and Baku and recapturing that every time out would fully re-establish him.



Lance Stroll

He's made progress and he can put in very convincing performances, but just needs to join up the dots.



Nicholas Latifi

Up against one of the fastest drivers in the field as team-mate; not letting his head drop amid a regular drubbing is a tough ask.



George Russell

Keeping focus in a car which is always going to struggle when there's a career-changing chance on the horizon is his challenge.



Kimi Räikkönen

Silverstone's fast sweeps are Kimi territory and his popularity here would make this a sweet race to remind people he can still turn it on.



Antonio Giovinazzi

Finally looking like a convincing prospect, speed more consistently accessed, and errors much reduced. Just needs more of the same.



Mick Schumacher

Within the limitations of his car he's doing everything that could be asked. Must be ready to pounce if circumstances offer a chance to star.

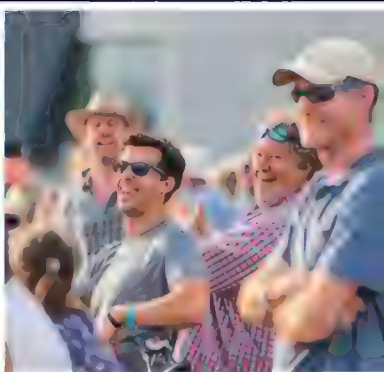


Nikita Mazepin

Given his form in F2, something has not been quite gelling here and he shouldn't be finding F1 quite as tough as he is.

SILVERSTONE'S SUMMER STAYCATION

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www.silverstone.co.uk/events/the-classic

It has glitz and glamour like no other event. After a year of inactivity the Monaco GP returned, even if it was a quieter affair...

Race *against* time

Witnessing the Monaco Grand Prix and Indy 500 on back-to-back weekends is a sports fan's dream.

Chris Medland grabs his passport for a transatlantic odyssey

...but a week later the Indy 500 – back in its traditional late-May slot – brought the fans, and the noise, back big time



ON MAY 15, 1977, CLAY REGAZZONI crashed heavily after spinning to the inside of the track out of Turn 3 at Indianapolis Motor Speedway, and his hopes of qualifying for the Indy 500 were left in the balance.

Racing in Monaco the next weekend, Regazzoni had needed to secure his spot on the grid at the Speedway at the first time of asking. Now he'd need to do the same in Monaco qualifying on the Thursday, return to Indianapolis for another attempt on the Saturday, and then fly back again to Monte Carlo to race the following day.

After a rain-affected practice session on Thursday left him outside the top 20 required to make the Monaco grid, Regazzoni's plans were looking risky. With grey weather on Saturday morning threatening to make an improvement impossible, the Swiss driver made the decision to head back to the Brickyard to get into the 500, giving up his chance of racing in the Principality.

He made it into the show in the States, but would then only run 25 of the 200 laps in the race itself the following weekend before suffering a fuel leak.

Things initially went more smoothly for his F1 compatriot Mario Andretti. After clocking an average of 193.353mph on a four-lap run in his Penske McLaren during the first day of qualifying at Indy - good enough for a place on row two - he flew to Monaco, qualified his Lotus 10th and finished a career-best fifth.

Starting two of the three races that make up motor sport's Triple Crown in successive

weekends, he too then faced the return trip across the Atlantic to Indianapolis. But it wasn't quite the brutal travel schedule you'd think.

"Quite honestly the beautiful thing about the travel back and forth in the '70s especially was the Concorde," the 1978 F1 world champion says. "In my title season I did 24 crossings on Concorde in one year alone. I owned the damn thing!"

"Monaco and Indy wasn't too hard at all, especially as you land earlier than when you'd left using Concorde. I remember later in '77 I won the French Grand Prix in Dijon and then I got a helicopter ride with [Cosworth engineer] Keith Duckworth who dropped me off at Le Bourget. I got the 5.45pm Concorde to New York, my plane picked me up at New York, dropped me off at my lake property in the Pocono Mountains and the race was broadcast on a delay by CBS so I arrived there 10 minutes before the race was over!"

"If you have to choose one race in your life, you choose Monaco"

The travel was a breeze, but on track Andretti's Monaco-Indy pairing that year was less successful. From Monaco he headed back for the 500 the following weekend, but his race only lasted 22 more laps than Regazzoni's.

Both drivers were helped by a schedule that saw Indy 500 qualifying taking place the week before the Monaco Grand Prix, while there was a final chance to get in on the weekend of the F1 race and then the 500 itself was held a week later.

These days, it's rare that there's no clash. Even back then, drivers often had to choose between the two: "Monaco was really important for me; I wasn't going to miss Monaco for Indy," Andretti says of his 1979 decision, and he remains the last driver to attempt both races in the same year, some 40 years ago.

"It was amazing how good the travel was," he adds. "We'll never see that kind of thing again. Today it is so much more complicated, when it should be the other way around."

Complicated or not, this year race day at Monaco and Indianapolis fell on separate weekends for the first time since 2010. And on that occasion, there was still an F1 race in Turkey, so it has been 18 years since Indy even had the race weekend to itself.

There might not have been a driver able to attempt both thanks to the timing of qualifying for the 500, and as Andretti had pointed out travelling was hard enough prior to the pandemic, but it was an opportunity I couldn't miss.

First up is what is now a familiar trip to Monaco for me, although one which this year required a lot of literature and curfew exemptions just to get to and from the event.

AMARI N. MONTAGNE
Saw differences and
exponential flight
technology. Concorde
was the key to unlocking
the Monaco-Indy
racing in the '70s.





But unlike almost all of the other grands prix in the past 18 months, that hassle is totally worth it. Stepping into the Principality after two years away feels comfortingly familiar, and with up to 7500 fans per day permitted - 40% of capacity - there's a hint of the usual buzz that comes with the race, too.

"It's the race that we all want to win," reiterates Fernando Alonso, who has returned to Monaco after two further cracks at the 500 since his first in 2017. "If you have to choose one race in your life, you will choose Monaco. And you choose Monaco because it's part of Formula 1 history.

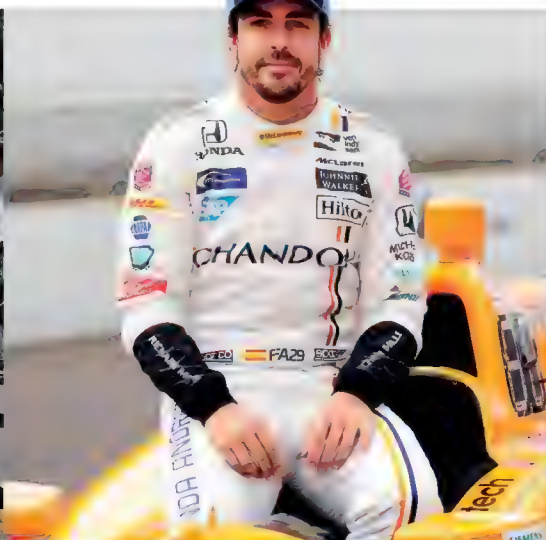
"I think it's the most iconic weekend, the most glamorous one, the Cannes Festival and actors - everything is happening in Monaco. And you have this place in the middle of the city that the race is actually not very attractive because it's normally quite boring after qualifying, but there is something special about this place. It has been in F1 a long time and it is iconic, and you want to win here."

But thanks to Covid-19, this year is the PG version of Monaco. An 11pm curfew means bars are closing early, and there's none of the late-night partying or the major events that usually come hand-in-hand with the race.

Local fans are still passionate - the lady giving me my PCR test on Sunday morning is an avid Charles Leclerc fan and a bag of nerves after the crash that secured him pole (rightly it turns out) - but their way of showing it is very understated. Qualifying is special, but Monaco shouts through the razzmatazz that surrounds the race, and that is heavily watered down. ☐

Travel in style: a group including Lola's Eric Broadley, Jackie Stewart and Graham Hill enjoy an airborne drink heading to the 1966 Indy 500

Marie Andretti was the last driver to contest both Monaco and Indy in the same year, back in 1979. Fernando Alonso, right, had to choose between them in 2017





At 50% capacity, 7500 fans were allowed to attend Monaco Grand Prix this year, bringing back some of the race's special atmosphere

"F1 as a business looks at what goes on in Indy and sees lessons it can learn"

Meanwhile over in Indiana, a Thursday's 130,000 fans were allowed into the Brickyard, where emotions run high when it comes to the Hoosier Grand Prix



"Honestly the show is incomparable," Alonso says, prepping me for my first 500. "I think the show is unfortunately nearly zero in Monaco on Sunday, and it's 100 on Sunday in Indianapolis. It's so much fun. There are so many more opportunities to overtake - constantly overtaking - much more drama, the pit stops, the yellow flags, the uncertainty of who is going to win..."

"While in Monaco it's guaranteed that the first two or three cars will win the race, in Indianapolis the 28th car can win the race, and this is probably the two sides of motor sport in a way. So it's quite funny that two of the most prestigious races in motor sport are so apart in terms of the racing show."

I'd covered Alonso's first two attempts to qualify for the 500 in person but not been able to stay for the race on each occasion, so I'm like a kid at Christmas when I travel back to London on Sunday night (straight into self-isolation) before a planned flight on Wednesday morning. But the US Embassy has other ideas and doesn't issue my travel exemption until Thursday morning, leaving me with a hastily-rearranged Friday trip to Chicago and dash down I-65 to the Speedway.

It's eerily quiet on arrival. Carb Day running has already finished, so all I can do is head to a McLaren event under the pit grandstand. Here, a 1972 Ford Condor II is the centrepiece of a happy hour event where drivers mix with media, as Juan Pablo Montoya hangs out under the awning of the original McLaren Can-Am hospitality vehicle.

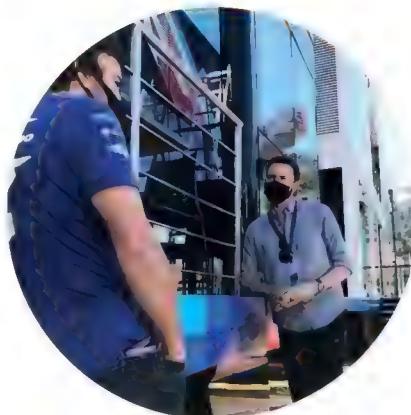
Montoya is one of seven ex-F1 drivers starting this year's race - along with Marcus Ericsson, Alexander Rossi, Pietro Fittipaldi, Takuma Sato, Sébastien Bourdais and Max Chilton - of whom five have raced at Monaco.

From his RV parked on the infield, Chilton describes the IndyCar season as travelling around the country to promote the 500, and Ericsson backs up its magnitude - despite never having race-winning machinery in F1 - with an unequivocal answer when I ask which of the two iconic races he'd rather win.

"The 500," the Swede insists. "I never would have said that before I came and raced here, but there's something about it. Racing so close to each other at 230mph for over three hours - you can't describe it. Now I believe it's the biggest race in the world. All the guys that have been here for a long time would pick the 500 over the championship. I'm still struggling to make that call, but when you hear them say that you feel the same."

Ericsson and Alonso look at it from a racer's perspective, and clearly the lower dependency on your machinery makes the 500 attractive. But F1 as a company also looks

Medland interviews Fernando Alonso at the Monaco GP before making his dash to the Brickyard



at Indy and sees lessons it can learn, specifically surrounding the build-up.

"Indy 500 is almost like the Super Bowl," F1's Ross Brawn says. "It's a whole big event for the whole weekend and that's definitely something we take from it. We're encouraging our promoters to build a lot around the event in terms of support events, music festivals, exhibitions, demonstrations - build the whole week up into a great event. I think that's something that they [Indy] do very well."

In Andretti's day, being able to return so quickly from Monaco meant being a part of that whole week preparing for the race, but I arrived less than 48 hours before the green flag. On race day I arrive at the track at 6am as a cannon goes off and fireworks light the still-dark sky over the Speedway to signal the gates being open, because this might be a race also



Made it! Medland soaks up the atmosphere Stateside after a torrid journey across the Atlantic

operating at just 40% capacity, but 135,000 people still makes for a lot of traffic.

Some fans are instantly in their seats for sunrise, having - like Monaco - been starved of attending last year. By 7am they're swarming the plaza behind the Pagoda. Then comes cars being pushed into the pitlane, the Borg Warner Trophy appearing, and drivers walking through a sparsely-populated Gasoline Alley.

It's at this point I really notice the place isn't full: 135,000 looks like a lot in the grandstands, but the noise isn't crazy as the drivers are presented in trios, row-by-row. That said, I can't help appreciate the choreography as the pre-race ceremonies slowly build to a crescendo after the national anthem, with Roger Penske himself shouting those famous words: "Drivers, start your engines!"

It's a relatively tame start, as Scott Dixon - ominously quick in practice after taking pole - drops back behind Rinus Veekey and Colton Herta to save fuel in their slipstream. But when a badly timed yellow closes the pitlane with Dixon about to run out, he's eliminated from contention and the race is wide open.

Still the crowd waits. They know it will get better yet. Developments in the first 50 laps warrant little response, until home favourite Conor Daly hits the lead and the noise grows.

Standing behind Pato O'Ward's pitbox, the tension increases. "It's just pitstop practice, man," one mechanic reassures another. As the strategies play out, O'Ward's right in the mix, leading a number of laps and then tucked in behind Alex Palou and Helio Castroneves for the final stint.

Palou has supporters, as a woman in a 'Back Home Again' vest screams in delight as he takes the lead, but it feels like the other 134,999 erupt as Castroneves sweeps by with two laps to go and secures an historic fourth success. The 46-year-old climbs onto the fence to celebrate with the biggest sporting crowd since the pandemic, and it responds with a deafening chant of "Hé-li-o! Hé-li-o! Hé-li-o!"

I can't help but well up a little with joy at the scenes, and that's when Alonso's comments ring even more true. It's just as important to win as Monaco, but the show is incomparable, both on and off the track. It's all about the fans, and even with 'only' 135,000 of them, Indy is quite simply the biggest race in the world.

That's why Regazzoni and Andretti would fly forever to be there, and the latter admits: "With Colin [Chapman], every contract I had, had a clause that forbid me from doing anything else. And I never argued that point because I was going to do it anyway."

Even without Concorde these days, I think I might just need to take a leaf out of Mario's book next May. **O**

Damon Hill was months old when father Graham flung ECD 400 around Oulton Park for the E-type's first ever victory



The coolest of cats

On April 15 1961, Graham Hill served notice of the Jaguar E-type's potential by giving the model a debut race victory at Oulton Park. Sixty years on, we reunite Graham's son Damon with the same car. **Simon Arron** reports

PHOTOGRAPHY: LEE BRIMBLE



Swimsuits, diets and
wooden steering wheel –
Damon is transported
back to his father's world



Hill competed at Silverstone in 'ECD' for Equipe Endeavour in 1961. Above: Graham in practice at Oulton Park before his historic win

IT LOOKED LIKE NOTHING ELSE ON earth and cost a fraction as much as a comparable Ferrari. It wasn't conceived with competition in mind, yet had scored its maiden race victory within a month of being launched at the Geneva Motor Show - and that just a couple of days after the winning car had rolled from the production line. The Jaguar E-type remains one of the most striking products from a decade ripe with innovation - and the car here, ECD 400, is among the most significant of the breed.

It might have shared a few styling cues (and disc brakes) with Jaguar's Le Mans-winning C- and D-types, but the E's suspension and torquey 3.8-litre straight six were designed to complement touring rather than cut-throat combat. It was suitable, though, for the FIA's newly introduced Production GT class, so Jaguar earmarked a batch of seven cars for relatively gentle modification (including higher compression, gas-flowed head, bespoke trumpets, lightweight flywheel and closer-ratio 'box). Equipe Endeavour and John Coombs Racing entered one car apiece for the 1961 Fordwater Trophy at Goodwood on April 3. They would have been driven by



On familiar territory:
Damon started eight
Formula 1 races at



Graham Hill and Roy Salvadori, had the cars yet been fully assembled...

They were barely finished by the time the BARC's Spring Meeting came around two weeks later at Oulton Park. Despite the lack of preparation time, Hill took Tommy Sopwith's Equipe Endeavour car to victory, with Salvadori an increasingly brakeless third, Innes Ireland (Aston Martin DB4 GT) between them and Jack Sears (Ferrari 250 GT SWB) fourth. Salvadori had led initially, but as he told *Motor Sport* in November 2001: "The brakes were probably fine for touring, but not track action, not even on a qualifying

lap. A decision was made to rush the Jags back to Coombs to sort the brakes. For some reason, Graham's Equipe Endeavour car was given new pads and discs, but I was just given pads. Eventually the ridges on my discs from the day before just chewed up the new pads, so Graham got past me at about half-distance."

It was a flying start to a relatively brief career in the racing mainstream, because ECD 400 did not compete significantly beyond that first season.

Current owner Paul Vestey acquired the car the best part of 20 years ago from Pink

Floyd's late former manager Steve O'Rourke, who had been present at Oulton to see the car win in 1961. On the occasion of its reacquaintance with the Hill family, it is - appropriately - driven 80-odd miles by road, with Jaguar specialist Michael Ballard at the helm. It's a hot day, but the roof is raised - the configuration in which it usually competed (though Warwick Banks apparently drove it al fresco in a Shelsley Walsh hillclimb, because he was too tall to fit comfortably otherwise).

Damon Hill was just seven months old when his father won at Oulton, so has been informed only by what he has read or else



been told. "I was around cars and racing cars growing up," he says, "but really my interest started off with bikes. My experience of car racing was great - big crowds, with lots of noise and kerfuffle, but something was triggered when I saw a couple of guys playing around on a monkey bike here at Silverstone. I think it might have been an International Trophy meeting. Anyway, they asked whether I wanted a go and I just remember turning the throttle and thinking, 'That's it, this is where I want to be.' From then on I badgered my dad to get me a monkey bike and he bought me one for

"The car
became part
of the everyday
lexicon in
the 1960s"

passing my 11-plus, though I'm not sure I'd any idea that I had passed! I like cars and I understand their history, for instance in the case of this Jaguar or the 250 GT SWB that Stirling Moss raced for Rob Walker, but for all that I appreciate them they have never had the same draw for me as motorbikes.

"That said, I'm very attached to my dad's racing legacy - and of course his history is attached to this car, because after he won with it on its debut the E-type went on to become one of the most famous cars in the world - which is why we're here talking about it 60 years later. Remember those ●

HILL & THE E-TYPE

silly jokes you'd hear at school? 'What's fast and yellow? An E-type banana...' The car became part of the everyday lexicon when we were growing up in the 1960s.

"I don't remember my dad ever owning an E-type, though he did have a Jaguar Mark 2. One day he took it out with Jo Bonnier and Jackie Stewart. I was at home and when they came back the windscreen was all smashed. We lived in Mill Hill, near the bottom of the fairly new M1, so they'd probably been for a blast up there to see how fast it would go, but I never found out exactly what they'd been up to."

Damon's own career was more diverse than some - he won a club-level motorcycle championship on a Yamaha TZ350 before switching to cars, competed in the 1989 Le Mans 24 Hours and shared a Ford Sierra RS500 with Sean Walker in a two-driver British Touring Car Championship race at Donington Park that summer, before his single-seater career regained impetus. When he looks back at his father's broad CV, does he wish he'd had more similar opportunities?

"I think the objective was much clearer in my day," he says. "In his era, a racing driver was someone who drove whatever and wherever - Formula 1 was just another category. They were more like jockeys - someone would phone up, ask you to drive and it was a matter of, 'Okay, where is it and how much do I get paid?' Things had changed a great deal by the time I started - everyone was just trying to find the most

direct route to Formula 1, through FF1600, F3 and so on. It was very single-minded - and if you'd gone off to do anything else it would have been presumed you were giving up on the dream. I don't think that's the right way to look at it, because their versatility was a part of what made some racing drivers great.

"I know there was more of a social side in my dad's day, too - for me, Formula 3 was about as close as it came to that, with Johnny Herbert, Martin Donnelly and so on. We had a period in our 20s when we were friends as well as people who raced against each other, but there were half as many people on the planet in the 1960s and very few of them ever travelled. Guys like my dad, Jim Clark, Jackie Stewart and Jack Brabham were on a world tour in a way that we simply can't conceive any more. I think that was probably part of the appeal - it was a halcyon age when

people were a lot freer. F1 drivers certainly were, but the downside was that it was much, much more dangerous.

"Am I looking forward to driving the E-type? Absolutely. I might not be a petrolhead who can reel off serial numbers or individual racing histories, but I really appreciate any chance to get behind the wheel to savour the sound, smell and attitude of older cars."

ECD 400 looks absolutely pristine when it pulls in to the largely deserted Silverstone paddock, but curator Ballard and colleague Steve Hawke give it a quick polish "just in case there are a few specks of dust". Does any car define timelessness quite so effectively as an E-type, no matter how spotless?

Hill settles into the red leather upholstery, asks some questions about using the Moss gearbox and sets off for a few fairly gentle laps, top now retracted for the same reason Warwick Banks preferred it so.

"The first thing that strikes you is the size of the steering wheel," he says, "but you need a lot of leverage because the steering is quite heavy. And in cars like this you had to drift, to use the mass of the car to float it through the corners and then come back. And it was probably a bit scary. Once they'd started moving, if they'd gone off line I imagine it would be tricky to get them to change direction at high speed - and Oulton Park is a fast circuit."

The steering is not as heavy, presumably, as the set-up Nigel Mansell preferred during

"Does any
car define
timelessness
so effectively
as an E-type?"





Its 3781cc straight-six engine is in immaculate condition. Right: the driving position favours the smaller form



The start of the British Empire Trophy at Silverstone in 1961, with Hill and Roy Salvadori's E-types side by side



The smile says it all. Left: red interior; no radio but there's a cigar lighter

ALAMY



"It's gorgeous to
sit in, albeit very
cramped for
somebody of
my height"



Rescued from oblivion

The rocky road to salvation for Graham Hill's racer

After its successful first season as part of Tommy Sopwith's Equipe Endeavour stable, ECD 400 was sold on and is thought to have been used in club racing events. It resurfaced thanks to Jaguar specialist Robert Danny, who says: "In the late 1960s a lot of vehicles of historical interest were ending up in the crusher. It was left to me and other enthusiasts to seek out and preserve as many cars as possible before it was too late.

"ECD 400 was one of the cars I rescued. I was alerted early in 1970 by my late friend Joss Davenport, a member of the Jaguar Drivers' Club and its XK Register. We drove to a location in Hertfordshire and confirmed that it was 850005 from its factory chassis plate.

"The car was in a very poor state, having become a boy racer's dream in the

late 1960s when it was sprayed a mixture of blue and gold with red stripes. Even die-hard Jaguar enthusiasts will admit that early E-types were not built with a long life in mind and ECD 400 was almost certainly heading for the scrapyard when we pulled it from a garden."

Danny kept the car until 1976, when he sold it to insurance broker Michael Scott... who contacted Pink Floyd's manager Steve O'Rourke. In 2001, O'Rourke said: "I paid £600 and gave it to Michael Cane of EMKA Engineering to restore. The only non-original item is the bonnet, that was in a bad way, but the engine, chassis and rear end are original."

O'Rourke was its owner until shortly before he died in 2003, when the current custodian Paul Vestey stepped in.



ECD 400 will be on display as part of the E-Type 60th anniversary celebrations at the Silverstone Classic, July 30-August 1. Three-day general admission costs £125 per ticket, £12 for 15-155 and 16 and over's (a charge for accompanied under 11s (that not apply) must be received). As well as a full weekend of racing, the price includes paddock and grandstand access, bar sales, and music. silverstone.co.uk

his Williams F1 days, when Hill was the team's test driver. "No," he says. "That was the ultimate iteration of heavy steering. I remember feeling sorry for Al Unser Jr, who tested for Williams without having been warned about that steering set-up, which nobody but Nigel could actually turn. I tried it once, but ran out of energy within a lap..."

"Going back to the E-type, it has quite a lot of power, accelerates well and sounds absolutely fantastic. It's gorgeous to sit in, albeit very cramped for somebody of my height, particularly in terms of legroom. I think I'd have a pretty sore back if I had to drive one of these for any distance as I had to slump down a bit. But it's beautiful - and it was wonderful to have been flying along in it at Silverstone on a hot summer's day. It's always interesting to get an insight into the cars my dad drove - I've had a run in quite a few of them now. I wouldn't go as far as saying it was emotional, but I feel very lucky to be given such opportunities. I love the wood-rimmed wheel, too, and the fact it has a cigar lighter on the dash. Not a cigarette lighter, note, but *cigar*... It doesn't have a radio, but, that apart, looks every inch a standard production car. Which, of course, is more or less the case.

"The gearbox is a bit crunchy and requires a certain technique - Paul had warned me to give the clutch a double dip on the upchange from first to second, because there is no synchro, but the others didn't seem to have synchro either! Obviously this hasn't been an exercise in driving flat out, but I was able to push a bit through Stowe a couple of times and was impressed by how much grip there seemed to be.

"You can read the history books, and you can look at the fabulous pictures from back in the day, but I say the same thing every time I drive a car such as this: these things are time capsules, because they don't change but we do. They capture a moment. This is a car of its era and was a gorgeous, ground-breaking creation. The lines are iconic and absolutely ingrained on our consciousness, even today. There can't be too many people in the world who don't know what an E-type is. As I was driving around, I was thinking about just how many of them would covet a chance to be given a go in something like this..."

"I do appreciate the scale of the privilege." ●



BRDC marking on the bodywork. Below, from left: Michael Ballard, Steve Hawke, Damon, our own Doug Nye and the E-type's owner Paul Vestey

ECD 400's 1961 track record

April 15	BARC Spring Meeting, Oulton Park	Graham Hill	1st
May 14	Spa Grand Prix	Mike Parkes	2nd
May 21	Norbury Trophy, Crystal Palace	Jack Sears	2nd
June 3	Peco Trophy, Brands Hatch	Graham Hill	3rd
July 8	British Empire Trophy, Silverstone	Graham Hill	rtd
July 15	British GP support, Aintree	Mike Parkes	rtd
July 23	Scott Brown Memorial, Snetterton	Mike Parkes	1st
August 7	Peco Trophy, Brands Hatch	Graham Hill	rtd



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WHLATZ

AMERICA'S MOST WANTED



Monterey Car Week makes a welcome return on August 6, culminating in the pizzazz of the Pebble Beach Concours d'Elegance. **Simon de Burton** is your guide

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REUNION RACING
HEAR THE CACOPHONY AT
LAGUNA SECA AS HUNDREDS
TAKE TO THE TRACK



PRIZEFIGHTERS ON PARADE
IN PRAISE OF THE
BLACKHAWK COLLECTION
AND A McCLUSKEY SPECIAL

IF YOU'RE IN THE AREA...

Thousands of the world's finest classic cars are about to emerge on the California coast for a festival of automotive frivolity

After Covid caused the cancellation of the 2020 Pebble Beach Concours d'Elegance for only the second time in its 70-year history (the first was 1960 and happened due to a schedule clash) car enthusiasts around the world are looking forward to the return of the event this August - along with most of the 30-plus sideshows that have mushroomed around it to form what has become Monterey Car Week.

While the display and judging of around 175 of the world's finest classic cars on the 18th fairway of the Pebble Beach Golf Links forms the centrepiece of the occasion, there's a great deal more happening in the run-up to the big day on Sunday, August 15.

Car Week officially kicks off on Friday, August 6 with a 'cruise in' of 30 classic competition cars which will line downtown Monterey's Alvarado Street before the weekend's Pre-Reunion race event at the Weathertech Raceway Laguna Seca, where an open paddock enables spectators to see the 300-plus entrants up close.

On Monday morning, hundreds of examples of Stuttgart's finest will turn-up for the Porsche Monterey Classic, with models that are more than a decade old being invited to register for special display spaces. The following day Carmel's famous Ocean Avenue will be closed to regular traffic as an eclectic mix of collector cars are parked up outside shops, restaurants and art galleries over an area covering 18 blocks.

Female classic enthusiasts have their moment on Wednesday, August 11, with the oddly named Prancing Ponies Car Show that's aimed at encouraging younger women to pursue careers in the auto industry, with the Little Car Show that runs on the same day being dedicated to entries built before 1996.

Wednesday also sees the finish of the Pebble Beach Motoring Classic, a 1500 miles classic tour ending at the Pebble Beach Lodge where visitors can see cars arrive from 3pm, while the day closes with the highlight that is McCall's Motorworks Revival. This multifaceted, luxury-orientated soirée features cars,

motorcycles and aircraft displayed for the delectation of 3000 guests who are fed by gourmet chefs and refreshed with top Californian wines, craft beers and exotic cocktails.

Gordon McCall, a former Pebble Beach Concours class judge and a motor sport, motorcycle and bicycle fanatic, first staged the Motorworks Revival 30 years ago and has developed it into an unmissable event that manufacturers of high-end cars and planes now use as a valuable marketing opportunity.

Aside from being heavy with the start of pre-sale viewings at the many Car Week auctions, Friday offers a packed schedule that includes the opening of The Quail, A Motorsports Gathering at the Quail Lodge & Golf Club in the foothills of the breathtaking Santa Lucia mountain range, where enthusiasts have another opportunity to see rare cars and motorcycles in a garden-party setting.

No fewer than 11 major vehicles from marques including Lotus, Bugatti and Bentley will debut at the event, which will also host anniversary celebrations for Singer (Porsche) and Pagani.

For those who prefer to enjoy a line-up of diverse classics in relative peace while being able to stop for decent food and drink, a stroll around the Pacific Grove Rotary Concours Auto Rally offers a great way to pass a few hours among more than 200 cars displayed along Lighthouse Avenue.

Saturday, August 14, meanwhile, will see America's official Audi, BMW and Mercedes clubs join forces for





ROLEX/TOM O'NEAL

the regular Legends of the Autobahn event (venue yet to be decided), with owners of Italian exotica getting their moment in the sun at Concorso Italiano, a show of more than 1000 automobiles of exclusively Latin origin.

If it's your belief that the only Italian cars worth bothering about have a prancing horse on the bonnet, head to the Ferrari Owners' Club Gathering at The Barnyard on the same day, while those keen on the lighter side of the collector car hobby will enjoy the Concours d'LeMons, which showcases some of the motoring world's less-successful creations, neglected sheds, scrapyard refugees and anything on four wheels that's of negligible monetary value.

But it's back to business on Sunday with the main event, the Pebble Beach Concours, which can attract as many as 15,000 enthusiasts who come to see the world's most valuable examples of automotive rolling art being appraised by 70 or so expert judges who will ultimately select Best of Show, an accolade that can add value to the winning vehicle and bring unmatched kudos to the owner and its restorer. ●

The Pebble Beach Concourse d'Elegance may be California's Crafts for cars but there is also a full calendar of cruises, displays and track events, as well as gourmet dining

"Pebble Beach Concours can attract 15,000 enthusiasts"

Monterey Car Week 2021

CALENDAR OF EVENTS

August

- 6 Monterey Kick-off Cruise**
Alvarado Street, Monterey
- 8-9 Monterey Pre-Reunion**
WeatherTech Raceway, Laguna Seca
- 9 Porsche Monterey Classic**
Del Monte Boulevards, Seaside
- 10 Concours on the Avenue**
Ocean Avenue, Carmel-by-the-Sea
- 11 McCall's Motorworks Reveal**
Monterey Jet Center
- Little Car Show**
Downtown Pacific Grove
- Prancing Ponies Car Show**
Dolores Street, Carmel-by-the-Sea
- Pebble Beach Motoring Classic**
17-Mile Drive, Pebble Beach
- 12-15 Rolex Monterey Motorsports Reunion**
WeatherTech Raceway, Laguna Seca
- 12 Pebble Beach Tour d'Elegance**
Start and finish at Pebble Beach Golf Club
- 13 The Quail, A Motorsports Gathering**
Quail Lodge & Golf Club
- Pacific Grove Rotary Concours Auto Rally**
Start and finish in Pacific Grove
- Werks Reunion**
Salinas Event Center, Monterey
- 14 Legends of the Autobahn**
Carmel Valley Village
- Concorso Italiano**
Black Horse Golf Course, Seaside
- Concours d'LeMons**
Seaside City Hall, Harcourt Avenue
- Annual Ferrari Owners' Club Gathering**
Barnyard Shopping Village, Carmel-by-the-Sea
- 15 Pebble Beach Concours d'Elegance**
Pebble Beach Golf Club

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Coachwork by Carrosserie Joseph Figoni

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1931 ISOTTA FRASCHINI 8A LANDAULET

Coachwork by Castagna

This rare Castagna bodied Tipo 8A comes with splendid coachwork that would make a wonderful addition to any collection.



1939 AERO MODEL 50 SODOMKA SPECIAL ROADSTER

1 of 2

Czechoslovakia's Aero Automobiles were produced in limited numbers for only ten years, ending in 1939 with the advent of World War II. This Model 50 was started before the German occupation and finished while under German control, as documented by the original log book. The car is powered by a Tatra four-cylinder, two-cycle engine with front wheel drive and four-wheel independent suspension.

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SALES SHANGRI-LA

The world's leading auction houses will be in residence with a list of highly desirable rarities and sporting legends. *Le Mans* 917K, anyone?

With thousands of vehicles and tens of thousands of enthusiasts flocking to the Monterey peninsula for Car Week, the top auction houses are presented with a captive audience whose love of classics is made all the more intense by the high-octane atmosphere and the presence of swathes of interesting vehicles at every turn.

A few years ago, garnering huge bids for the high-quality lots that are usually reserved for the week's auctions was about as difficult as shooting fish in a barrel, and it became entirely typical for fistfuls of world records to be set, with eight-figure sums for individual cars being relatively common.

But, as is well known, the market started to experience a certain 'correction' around three years ago. Add to that the hiatus caused by last year's Covid-induced cancellation of Car Week and the acceleration of low-cost, easy-to-use online auction platforms such as Bring a Trailer, The Market and Collecting Cars, and the chances of seeing a host of blockbuster Monterey sales this year might be slim.

All the same, the auctions will undoubtedly present several once-in-a-decade buying opportunities and there is certainly no shortage of cash among the sort of people who are likely to bid for them. Here's a guide to who is selling what and when, and where they will be doing it.



BRIAN HENRIKSEN

Gooding & Company

PEBBLE BEACH GOLF CLUB,

PARC DU CONCOURS, AUGUST 13-14.

ON VIEW AUGUST 11-13, 9am-6pm, AUGUST 14,

9am-5pm. CATALOGUE \$100 (ADMITS TWO)

David Gooding's Gooding & Company has staged the official Pebble Beach auction since 2004 and is the only house to hold its event within the gates of the famous golf club off the glorious '17-Mile Drive'. The sale is eagerly anticipated as a source of truly special collector cars and this year's event is no exception, being headlined by a 1958 Ferrari 250GT Series 1 Cabriolet, *above left*.

Not only did the Andalusia Gold car achieve a 100-point Best in Class score at Pebble Beach in 2008, it has also won Best in Show at the Ferrari National, Best

12-Cylinder at the Cavallino Classic and Best in Class at Villa d'Este. Buy it and you too could have your eyes on further prizes – but it could cost you as much as £3.9m.

Other Italian exotica in the sale includes a 1956 Maserati A6G/54 coupé, *top right*, which is one of just four Frua-bodied cars from the limited run of 60 chassis built. With four owners from new it too has a string of concours victories to its name, with its exceptional, unrestored state earning it a Preservation Class award at a past edition of Pebble Beach. The car is tipped to fetch £1.8m-£2.3m, while a 1953 Siata 208 CS, *above right*, is one of a believed nine examples bodied by boutique Turin coachbuilder Carrozzeria Balbo. Beneath its light alloy skin burbles a jewel-like 2-litre V8. Last seen on the show circuit at Quail Lodge in 2019, it's estimated at £1m-£1.3m. goodingco.com



Sotheby's

REGISTER TO BID



1970 Porsche 917 K
Chassis no. 917-031/026

*The Mike Hailwood/David Hobbs JW Automotive Gulf Racing 1970 Le Mans entry. Exceptional provenance with only three, long-term owners since 1974.
Image Courtesy of GP Library*



1981 Ferrari 512 BB/LM
Chassis no. 35527

*The ex-Alain Cudini, John Morton, and John Paul Sr, #72, 9th Overall, 24 Hours of Le Mans, 1982.
Image Courtesy of GP Library Ltd*

13-14 AUGUST 2021
MONTEREY

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Mecum Auctions

HYATT REGENCY MONTEREY HOTEL,
AUGUST 12-14. **ON VIEW AUGUST**
10-14, FROM 8am. ADMISSION
ADVANCE \$20, ON THE DAY \$30

Mecum's sales are showcase affairs, with this set to feature 600 lots. It will be screened on NBC and a crowd of thousands is anticipated. Highlights include a 2014 Ferrari LaFerrari with a paltry 131 miles on the clock and there's a Saleen S7 Twin Turbo (one of just 14) that's also little used having covered 755 miles. Race fans will be interested in a 1973 Lotus Europa with a rich competition history and a 1989 Porsche 962 GTP prototype that began as a lifeless show car before being fitted with a 930 Turbo engine. mecum.com

Russo and Steele

THE OLD TRAIN STATION, 290
FIGUEROA STREET, AUGUST 13-14.
ON VIEW AUGUST 12, 9am-5pm,
13, 9am-3pm. ADMISSION \$30

Arizona-based Russo and Steele promises an unrivalled collection of European and American sports and muscle cars as well as hot rods and customs at this sale, which will comprise more than 300 lots, many of which will be offered at no reserve. One of the USPs of a Russo and Steele sale is what it calls the 'auction in the round' format, whereby the cars are sold in a 'visceral, ground-level auction arena that provides no separation from the buyers'. russoandsteele.com

Bonhams

QUAIL LODGE & GOLF CLUB, AUGUST 13.
ON VIEW AUGUST 11-12, 9am-6pm.
ADMISSION \$30

The reputation Bonhams has established for offering a diverse range of lots continues with everything from elegant '40s roadsters to fire-breathing endurance racers. An example of the latter is the 1974 Alfa Romeo Tipo 33 offered from the estate of LA judge Joe DiLoreto, who died earlier this year. A motor sport fan, he bought the Alfa more than 40 years ago from the works team. His recently restored 1966 Shelby Cobra 427 will also be up for grabs, along with a championship-winning Lola T90, a Dolphin America and a Shelby Can-Am car. bonhams.com



RM Sotheby's

MONTEREY CONFERENCE CENTER, 2 PORTOLO PLAZA, AUGUST 13-14.
ON VIEW AUGUST 12, 10am-8pm, AUGUST 13-14, 10am-4pm. ADMISSION \$40

As headline auction lots go, they don't come much better than this 1970 Porsche 917K that featured heavily in the Steve McQueen film *Le Mans*, in which it can be seen taking the chequered flag. In reality, the car was raced at the 1970 event but crashed out on lap 50 with motorcycle champion Mike Hailwood at the wheel. Badly damaged as a result, it was repaired at the factory and re-bodied as a Spyder for the 1972 European Interserie championship. Having been retired from competition in 1974, it formed part of the Chandon Collection until 1988 before being sold to a new owner who kept it for around 20 years. The current vendor bought it a decade ago and returned it to its original Gulf-liveried coupé format. It's arguably the ultimate piece of memorabilia for any fan of *Le Mans*, Steve McQueen and the Porsche 917 – and it's tipped to fetch around £12.5m. rmsothebys.com



THAT'S HISTORY, RACING PAST YOU.



AUGUST 12-15

Celebrate motorsports history and the 55th anniversary of Ford in Trans Am at the 2021 Rolex Monterey Motorsports Reunion. Enjoy the experience of a lifetime with continuous action on track and in the paddock, fun family activities and the finest food and wine Monterey County offers.

Tickets, VIP Packages and Camping
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September 10-12
Hyundai Monterey Sports Car Championship



September 17-19
Firestone Grand Prix of Monterey



GRAND PRIX *Classics*

Chassis# CSX2501



1964 Cobra Daytona Coupe

Carroll Shelby commissioned known Cobra expert Mike McCluskey to build a small series of Cobra Daytona Coupes on original Cobra 289 Chassis. This is one of only eight cars in total that McCluskey built. Chassis has a fully known ownership from new, with original chassis tag and frame stamp. Excellent choice for historic racing. Rare example of an iconic racing car.



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HISTORY IS ALIVE

If static displays don't float your boat, the Monterey Motorsports Reunion should do the trick with its packed grids of exotica

From the German marques on show at Legends of the Autobahn to multi-million dollar cars that will line the 18th fairway at Pebble Beach, and from the oddball offerings that are welcomed at the Concours d'LeMons to the prancing horses at the Ferrari Owners Club gathering, there is absolutely no shortage of machinery to view during Monterey Car Week.

But for some the only cars worth looking at are ones that are moving, and preferably moving quickly. Which is why the most popular venue of the whole event is invariably the WeatherTech Raceway Laguna

Seca, the celebrated circuit that has been sponsored by auto accessories giant WeatherTech since 2018.

The track was built from scratch in just 60 days during 1957 on the site of a dry lake bed (hence its name) after cars became too quick for the old dirt-and-blacktop Pebble Beach Road Race course which hosted the Del Monte Trophy for several years - until hot rod racer Ernie McAfee died after his Ferrari collided with a tree in 1956.

Since its opening, Laguna Seca has provided a thrilling venue for everything from the American Le Mans Series to Formula 5000, MotoGP and the World Superbike Championship, with the track being known around the world for its famously challenging Corkscrew turn that starts with a blind crest and sends drivers and riders spiralling down an 18-metre rollercoaster of a drop.

And the highlight of the Laguna Seca calendar is Car Week's Rolex Monterey Motorsports Reunion that will run this year from August 12-15. ◻



© ROLLEX/STEPHAN COOPER

First held in 1974 when historic racing car stalwart Steve Earle organised the inaugural Monterey Historic Automobile Races at the circuit to coincide with the Pebble Beach Concours (then staged in November) it has always been open to enthusiasts from far and wide so long as they could turn up in an interesting, authentic, race-proven and period-correct car.

The 550 runners are drawn from a field of more than 1000 hopefuls and offer a diverse range of racing for the enjoyment of fans of all eras and all disciplines to create what has been referred to as a museum springing to life.

A total of 14 categories will be contested this year, with the International Motor Sports Association (IMSA) marking its 52nd anniversary of top-flight sports car racing with a series of events for prototypes under the GTP, WSC, LMP and DP banners.

Other groups include pre-1940s sports, touring and race cars, 1966-1972 Trans-Am cars, 2-litre sports racers built before 1984 and two categories for 1960s GT cars of under and over 2300cc. Single-seaters will also be performing in the 1966-1985 Masters Historic F1 category.

For those who are happy to see classics running at a more gentle pace, Monterey Car Week offers a host of road-based events, too. One of the most popular is the Pebble Beach Tour d'Elegance (another Rolex-sponsored event) that takes the form of a traditional tour incorporating parts of the famous original 17-Mile Drive. With a 7am line-up and a 9am start, it takes in mountain and valley roads and a

"The 550 runners are drawn from a pool of 1000 hopefuls"

scheduled pitstop in Carmel-by-the-Sea before returning to Pebble Beach at noon.

The Pacific Grove Rotary Concours Auto Rally, meanwhile, has been taking place in the name of charity since 1995. The only public event of last year's Monterey Car Week to actually happen, it will run this year on August 13, immediately prior to the main Concours.

The chosen marque and model for 2021 is the Chevrolet Camaro, the best example of which will be awarded a prize at the pre-start line-up on Lighthouse Avenue, with the rally proper setting off at 5pm along the Pacific Grove and Pebble Beach shoreline. ●

The Rolex Monterey Motorsports Reunion takes place at the WeatherTech Raceway Laguna Seca from Thursday, August 12 - Sunday, August 15. Tickets range in price from \$25 for a single day (Thursday) if booked in advance to \$60 for a day weekend ticket and \$150 for a four-day pass, with four-day premier pit row suites being available for \$600. Children aged 15 and under go free if accompanied by an adult. More information at weathertechraceway.com

MOST EXCELLENT

Between your auction action and champagne quaffing, look out for the Blackhawk Collection – and we've spotted a car for you to bring in 2022



A Daytona to remember

The original six Shelby Daytona Coupes that were built to teach Ferrari a lesson in GT racing are the stuff of legend, not least since the one driven to a class win at Le Mans in 1964 by Dan Gurney and Bob Bondurant was the first American-built car to clinch victory in the famous 24-hour race.

The following year, the Daytonas made Shelby the first American constructor to win the FIA GT Manufacturers' Championship, a momentous victory that was marked in 2015 when Shelby American produced 50 continuation Daytona Coupes.

But the superb Daytona pictured here comes from neither era, being one of the eight highly sought-after cars built by California Cobra guru Mike McCluskey. Chassis number CSX2501 began life in September 1964 as a silver-coloured roadster and passed through the hands of seven owners before being bought in a fire-damaged state by McCluskey in 1998.

He was soon asked to build the Cobra into a 'McCluskey Daytona Coupe' by a client who had heard about McCluskey previously creating such a car for none other than Carroll Shelby himself.

After 15 months of meticulous work, CSX2501 emerged into the California sun with full Daytona superstructure, the correct lightweight body panels and all of its original Cobra mechanicals save for upgraded Wilwood brakes.

What it needs now is someone to set those side-pipes growling. If you think that could be you, contact Grand Prix Classics.

grandprixclassics.com; +1 858 459 3500

California dreaming

There are plenty of classic car showrooms where passers-by can walk in and take a look at what's on offer. But that's not the case with the Blackhawk Collection, a dealership and museum that's hidden away among mansions 30 miles east of San Francisco in one of California's most prestigious gated communities. Here, visits are strictly 'by appointment'.

But this year's Pebble Beach Concours will give classic fans a rare opportunity to see some of the Blackhawk Collection's exceptional inventory up close and personal as the firm stages another of its famous 'expos' that became an eagerly anticipated feature of Pebble during the '80s and '90s.

Blackhawk will show as many as 10 cars, including two past Pebble Beach Best of Show winners – a pre-war Mercedes-Benz 540K that won in 1973 and a 1929 Cunningham that took the laurels in 1984.

The Blackhawk Collection was founded exactly 40 years ago by renowned historic automobile expert Don Williams who became the first person in the world to sell a car for \$1m when he found a buyer for a 1931 Figoni-bodied Duesenberg in 1984. Williams also inaugurated the Exposition format with a display of cars at Tokyo's New Otani Hotel in 1988, introduced US-style classic auctions to Europe in the same year with a sale in Geneva and, in 2008, became the first person to import a Chinese car into America.

The 1974 Hongqi Red Flag limousine (below) remains part of the Blackhawk Collection inventory – and, in 2018, had the distinction of being the first Chinese-built vehicle to grace the grass at Pebble Beach. blackhawkcollection.com; +1 925 736 3444





Surely things couldn't get more political after Jean-Marie Balestre... could they? Buckle up, Max Mosley's FIA presidency was far from straightforward



"FORMULA 1'S SAVIOUR *OR SINNER?*"

In May, motor racing lost one of its most notorious characters, but was Max Mosley the hero or the villain within his own lifetime? Throughout his career as a barrister, amateur driver, constructor and eventually head of the sport worldwide, he split opinion like no other.

Damien Smith looks at his legacy

No breed is more effective – or deadly – than the poacher turned gamekeeper. As the ‘M’ of March, that arch ‘disruptor’ of constructors, Max Mosley served the ideal apprenticeship during the 1970s for the ultimate switch from anti-establishment to the FIA presidency that became his calling. In Bernie Ecclestone, for all their differences and contrasting backgrounds, he found a kindred spirit as together they turned Formula 1 on its head through 30 exhilarating and tumultuous years. When Ecclestone described Mosley as “like a brother” following his friend’s death aged 81 on May 23 2021, it was no glib cliché said for effect. He meant it.



Top: a fresh-faced Mosley during the early days of March. Bottom: in Formula 2 action at Zandvoort in 1968. He co-founded the London Racing Team to enter the championship



Individually and together in pot-stirring partnership, few men can claim to have influenced and shaped F1 to the same degree. Both found their limits as racing drivers all too easily. Neither were engineers nor designers who shaped F1 in any direct, inspirational sense as Colin Chapman did. And while Ecclestone tasted much greater success at the helm of Brabham than Mosley at March, they were never cut from the same cloth as team ‘lifers’ such as Frank Williams, Ken Tyrrell and Ron Dennis – men with whom both would clash through the years. Yet for all the wins, world titles and sporting history these team owners would orchestrate, the bigger picture was always centred on Mosley and Ecclestone, and their desires, demands and sheer lust for control over a fiefdom they dominated.

From the governance of increasingly stringent and convoluted technical regulations to dollar-churning TV rights, the expansion of increasingly exotic race schedules to eye-watering sponsorship and team budgets, this double-act diced up

grand prix racing between them, sparking a carefully evolving revolution that turned F1 from a relative sporting backwater into a ‘major’ that punched at the same weight as the Olympics and football’s World Cup (except more impressively on a cycle that peaked every other week rather than every four years). Mosley deserves equal credit/blame (take your pick) for almost every aspect of this incessant revolution – but more on the most significant: safety.

It’s an F1 irony that Mosley picked up the baton first grasped by Jackie Stewart, always a rival ‘big beast’ rather than a friend, with whom he first clashed in the days of the March 701 – and decades later cruelly dismissed as a “certified half-wit”. And yet on this one subject, the most vital of them all, they shared so much. Their most pointed difference, beyond the obvious personality clash, is how they will be remembered.

For all of his achievements – and they were both unarguable and many – Mosley’s legacy will remain disputed, tarnished beyond the point of salvation for many. To



“It’s not what Mosley did during his presidency, it’s how he did it”

Best of enemies? Former McLaren head Ron Dennis converses with Mosley during the ‘Spygate’ saga. Mosley would later suggest Dennis was most of the reason for the \$100m fine

some extent, it wasn’t what Mosley did as FIA president that clouds our memory, but how – and with what motivation. There is also one episode of politicking around which his whole presidency revolves: his decision to hand the commercial rights of F1 to Ecclestone in 1995, in a deal that was eventually enshrined for 100 years, at the relative snip of \$360m. This was Mosley’s Iraq war.

To his critics, including most vocally Dennis and Tyrrell, and at times also Williams, it was a form of ‘theft’ – even if such men owed Ecclestone a debt they could never repay for making F1 the cash cow they all milked, in one way or another. The constant debate and tussle over who ‘owned’ F1, a concept that was inconceivable

to ardent purists, coloured Mosley’s terms of office all the way until he was finally forced to accept it was over at the end of 2009. In his defence, Mosley had to sell the rights to someone, in the face of the running battle he waged with the European Union and its ambitious, aggressive Competitions Commissioner Karel Van Miert, who insisted the FIA was breaking competition rules in its governance of F1. And in truth, who better than Ecclestone to own and run F1’s business, given his entrenched knowledge and experience? The problem was the deal left F1 vulnerable to become little more than a commodity ready to be stripped. The era of faceless private equity ownership, under CVC Capital Partners, led directly back to Mosley’s door and the agenda he and ●

"Conflict, angst and agendas were at the heart of Mosley's reign"

Ecclestone worked to. Surely the FIA president had the power, intellect and motivation to thwart such destructive forces and find a better solution than asset strippers, for the good of F1 - didn't he? Instead, it has been left to successors Liberty Media and Jean Todt to unpick the knots. F1 is far from perfect today - of course it isn't - but there is at least a sense of common purpose among F1, the teams and the governing body.

The juvenile humour, the sniggering at others' expense, apparently made Mosley engaging company for some, but such 'wit' was too often a display of the vindictive streak that powered key decisions in his presidency. 'Spygate', a \$100m McLaren fine and the insult to Dennis that "five million [was] for the offence; 95 for Ron being a *****"; then there's his hard-to-swallow insistence he'd managed the Michelin tyre debacle of the 2005 US Grand Prix as best he could; or how about bowling Silverstone an unplayable delivery by signing off Ecclestone's malicious decision to schedule the 2000 British GP for April, thereby almost guaranteeing the farcical mud-bath that threatened the race's future? All were examples of perhaps the most distasteful aspect of his presidency: that Mosley the legal eagle, with the towering barrister's intellect and open superiority complex, never really considered the welfare of fans as a factor within his political web-spinning. The public were an irrelevance when it came to ruling F1 by the letter of the law. The catch-all rule of bringing the sport into disrepute was a running theme through his terms in office. Fans might argue he was guilty of the same offence, at least on their terms if no-one else's.

Mosley was in his element when

crusading to save the sport from itself, as he did so effectively in the mid-1990s when he pushed through significant technical changes in the name of safety, butting up against and defeating the stubborn resistance of blinkered F1 team principals. He was absolutely the right man for that job. And lest we forget, he pioneered the idea of a team cost cap - again in defiance of team principals who 'knew better' - while ushering in energy recovery systems in advance response to the gathering storm of climate change.

At times like these, his ability to see the wood for the trees was a blessing he deserves credit for. But there were times too when those same bosses and car manufacturer executives could legitimately ask: who would save the sport from Mosley?

In the end, judgements on his legacy, for good and ill, will remain subjective. You'll have your own view. But it is hard to forget that when he succeeded Jean-Marie Balestre, his famously autocratic and puffed-up predecessor, a sense of relief mixed with new hope for governance grounded in sanity wafted around Mosley as he swept into office. Nearly two decades later, those self-same sentiments still wafted around him, this time on his way out.

Like Ecclestone, Mosley chose to divide and rule, which he did with an iron fist. He could have been a figure to unite, as a force of reconciliation - but altruism simply wasn't his way. Instead, conflict, angst and opaque agendas were at the heart of Mosley's reign, and so his epitaph can never be a simple, or spotless one. Perhaps that's exactly as he wanted it. After all, the darkest corners are so much more seductive than the light. ●



The life of Max

- 1910 Born in London
- 1964 Begins legal career after studying at Christ Church, Oxford
- 1966 Begins his racing career in club motor sport, before stepping up to European F2
- 1969 Co-founds March Engineering with Robin Herd, Alan Rees and Graham Coaker
- 1977 Leaves March and becomes legal advisor for F1 Constructors' Association, FOCA
- 1993 Becomes FIA president for the first of four terms
- 1995 Sells F1's commercial rights to Ecclestone
- 2009 Stands down from the FIA amid rules rows and legal battles
- 2021 Dies on May 23 after being diagnosed with cancer, aged 81



SAMMA-RAPHO VIA GETTY IMAGES

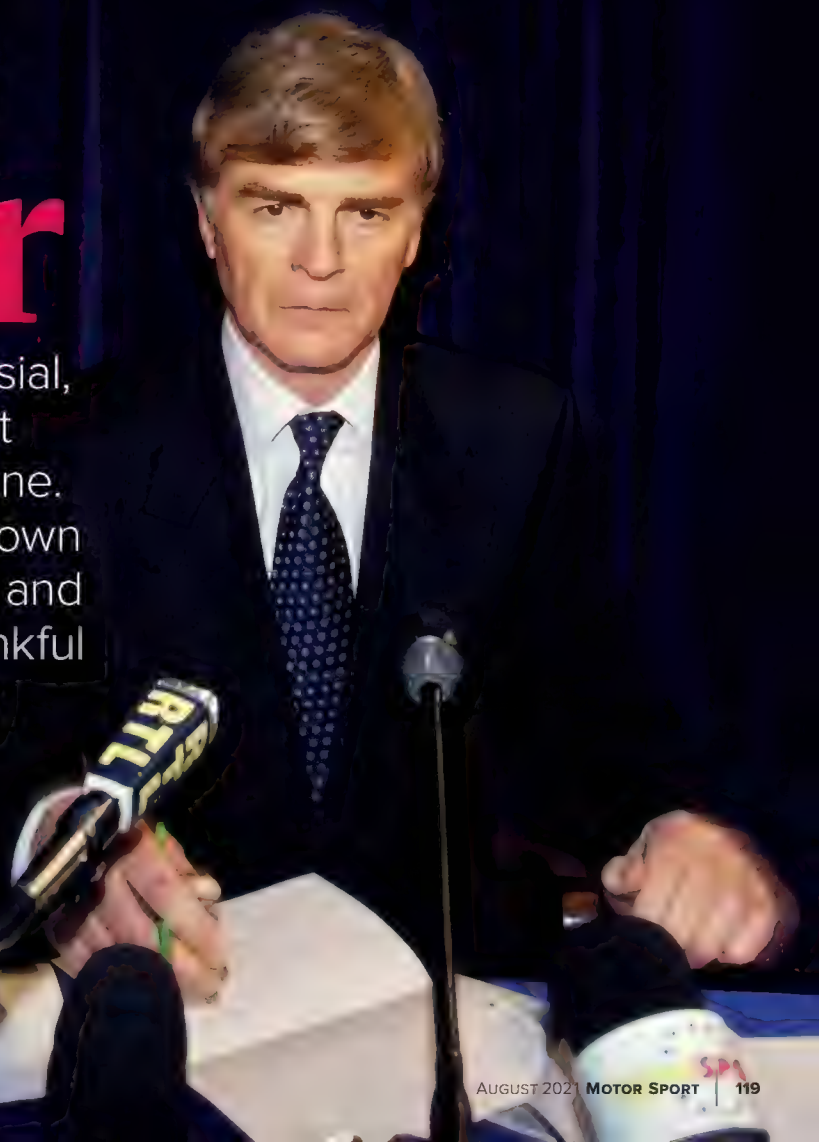
Top: Mosley quickly decided life behind the wheel wasn't for him.
Middle: Ecclestone and Mosley hold court at a World Motor Sport Council meeting.
Bottom: facing the media



Max Power

He may have been controversial, but Max Mosley's forthright manner at least got things done.

Maurice Hamilton recalls his own run-ins with the FIA president, and why thousands should be thankful for his work in road safety



Authors of many epitaphs on Max Mosley found the need to make heavy use of a thesaurus. One writer, searching for an alternative to 'calculating', had liberally sprinkled his piece with 'unsavoury', 'antagonistic', 'Machiavellian', 'malicious' and 'vindictive'; adjectives which, in certain moments of Mosley's 81 years, played their part. But by no means did they define the whole when it comes to assessing his contribution to motor sport and the wider world.

As motor sport correspondent for *The Observer*, we had our moments, but never crossed swords. For someone who understood and respected the right to express a point of view, it was not in Mosley's character to engage in table-thumping argument. We always agreed to disagree over the occasional column that had annoyed him because of its perceived inaccuracy. The worst offender in his eyes was a full-page commentary one week after the debacle at the 2005 United States Grand Prix. Seconds before the start, 14 cars had pulled into the pits, leaving just six to race in front of a disbelieving and outraged crowd. I accused Mosley of 'mismanaging the crisis' and claimed he was out of touch with the sport's fundamental obligation to the paying spectator and global TV audience while he, as president of the FIA, laid down the law by remote control from his apartment in Monaco.

'Law', in fact, was the critical word. As a former barrister, the Rule of Law was as essential to his way of life as the right to conduct it as he saw fit (something Rupert Murdoch and the *News of the World* would later learn to their cost). Mosley argued that Michelin had failed to provide a race-worthy tyre (the left-rear could not cope with the 190mph stress imposed by the Indianapolis banking) and Bridgestone should not be penalised as a result. While some of the solutions proposed by the Michelin runners were marginal, none seemed as daft as Mosley's suggested compromises (the worst being that Michelin runners should back off on the banking). His refusal to concede, while technically valid, led to a farce that would have

a deleterious effect on F1's reputation in North America. Mosley did agree that some of the alternatives to go racing might have been viable and said he could see my point - but this was irrelevant when it came to his responsibilities as president. Even when we later met on other business following his retirement from the FIA, Mosley would, if the opportunity arose, remind me of the importance of law; an indication the Indianapolis question continued to niggle, even if he did not mention it as such. ('Max Factor Gives Fans the Finger' - the headline over the offending feature - probably hadn't helped.)

The Michelin saga was nothing compared to an infinitely more serious examination of his role as FIA president in the aftermath of Imola 1994. The death of two drivers (Roland Ratzenberger and Ayrton Senna) in a single weekend was exacerbated less than a fortnight later when Karl Wendlinger was knocked unconscious during Monaco practice.



The hysterical global reaction was summed up by the headline 'Arrête Ça!' (Stop This!) splashed across a full-page picture of the crashed Sauber in *L'Equipe* when the French sports newspaper landed on Mosley's desk. Avoiding knee-jerk reaction but responding quickly - and being seen to act swiftly - Mosley took steps to reduce F1 performance while initiating long-term research into improving driver safety. At a time when the cry to have motor sport banned globally and instantly was rampant, racing managed to continue thanks largely to Mosley's calm authority. It was an example of how he was well-versed in both sides of the argument thanks to being a former driver and director of the March F1 team.

Mosley was less familiar with the road car industry, as he later discovered when searching for information on F1 crash tests. Having formed a working committee with Professor Sid Watkins (the respected neurologist and FIA safety delegate) and others, Mosley was certain the automobile industry would have useful research. He was appalled to discover there was virtually none. Worse than that, the manufacturers were calling the shots and avoiding the implementation of road car safety features on the grounds of cost.

When Mosley was effectively told not to meddle in something he did not understand, the industry was unwittingly guaranteeing the opposite reaction. By structuring car safety performance and conceiving first Euro NCAP (New Car Assessment Programme), then Global NCAP Mosley and his team undoubtedly saved many thousands of lives.

His contribution to road safety will be celebrated in new film, *Mosley: It's Complicated*, to be released this month (July). It is produced by Michael Shevloff, and I acted as a consultant, specifically on the motor sport content. It is an unflinching look at his remarkable career and he speaks with disarming clarity on matters such as the newspaper sting on his sadomasochistic pastime in a Chelsea basement. But neither did he shy away from what had clearly been the truly agonising loss of his son, Alexander, due to a drugs overdose.

Mosley made no apology for his role in motor sport-related controversies such as the 'Spygate' affair in 2007 when McLaren was found guilty of being in possession of technical information belonging to Ferrari. When a US\$100m fine was handed down, Mosley denied this had anything to do with his earlier view that Ron Dennis was 'not the sharpest tool in the box'. That publicly expressed summary of the McLaren boss did, however, highlight Mosley's sometimes juvenile mindset and barely concealed disdain for any self-important adversary lacking his razor-sharp intellect.



Top: Euro NCAP was a huge achievement. Middle: announcing the World Federation of Motorsport in 1980, a key moment in the FISA-FOCA war. Bottom: new film

The thought of conducting an interview with Max felt like preparing to go down an interrogatory path riddled with verbal trip wires of your own making. A lunch in 2011 was one such occasion. I wanted to hear his explanation for apparently selling F1's commercial rights for a song to his old mate Bernie Ecclestone. There could be no argument about how these two - a mutually respectful combination of streetwise former car salesman and a patrician legal brain, erudite in several languages - had worked hand-in-glove to lift F1 from a shambling collection of racers to a slick, well-funded

operation. But to let the accumulated goodwill go for US\$360m seemed, if not careless, then culpable of cronyism.

Having given this much thought, lined up my arguments and carefully worded the question, the result was a familiar one, not just to me but to many of my colleagues. 'Yes,' he would gently reply, 'that's a very good point. But, you see, there's a problem with what you say. Point 1, let's look at...' By the time he had reached points 4 or 5, your mind would either be spinning, or you would be agreeing and giving thought to apologising for a silly question.

"It felt like going down a path riddled with verbal trip wires"

I continue to struggle with his justification for the Ecclestone deal - even if some of that \$360m did help pay for the NCAP project.

Max had been coping with cancer for longer than we knew. He never spoke about it, but it was raised during a telephone call 10 days before his death. His view was typically logical: "I suppose if you're going to die, then it's either cardiovascular or cancer," he said, matter-of-factly. "And probably this is better in the sense that you've time to get your affairs in order - in contrast with somebody like poor Charlie [Whiting, the FIA race director who died suddenly of a pulmonary embolism, aged 66]."

Getting his affairs in order included finding time to reflect on the multifaceted life portrayed in the film. "It felt very strange looking at the film. To me, it's like watching somebody else. The references to NCAP are important because I think NCAP really matters. I was the catalyst, I guess. At one stage in the film, I make the point that if somebody puts you in a position like the president of the FIA, you are uniquely placed to make a difference. And it's noticeable how many people occupy such a position, but do bugger all. The fact that you have been able to do something - even if it were saving the lives of just a few people - is really significant. And when it gets to be thousands, it's extremely significant. You sort of feel; well, if I never do anything else, at least that was worthwhile."

Mosley particularly enjoyed a tongue-in-cheek quote in the film from Marco Piccinini, former Ferrari race director: "Max? An excellent engine, powerful acceleration - some problem with the brakes."

"I wouldn't disagree!" said Max. "It's not for me to say about the good engine and such, but I would certainly confess to being a bit slow in applying the brakes on occasions." ●



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Red revolution

In 2000, Michael Schumacher became Ferrari's first F1 World Champion since 1979, but how much of that title was down to the car? **Doug Nye** delves into the inner workings of their F1-2000

FRONT SUSPENSION

Moulded carbon composite double wishbones with bonded-in titanium end fittings – diagonal pushrod actuating inboard torsion bar springs via rocker links with third ‘Belleville washer’ spring pack of conical spring-washers, lighter than a traditional coil-spring, Sachs damping

CHASSIS

Moulded carbon-composite Tipo 651 monocoque with attached engine/gearbox assembly fully-stressed structural members. With immensely rigid tub, overall torsional and bending stiffness axle to axle depended upon critical tub:engine and engine:gearbox union

BRAKES

Brembo internally ventilated carbon disc brakes front and rear, upright-mounted within BBS cast-magnesium wheels with Bridgestone tyres. Braking heat energy ejected to air in one lap of Monza could reach 255kWh – enough to light a 100W bulb for 24 hours-plus.

TWENTY-ONE YEARS AGO, FERRARI returned to the pinnacle of Formula 1 achievement, adding the Drivers’ World Championship for Michael Schumacher to its second consecutive Formula 1 Constructors’ title, which itself was its 10th overall – matching its Drivers’ Championship total. Such double success came after a further 21 years of what in Drivers’ Championship terms had certainly been disappointing failure, more than 340 races since the Italian giant’s previous double-title domination of the F1 scene, with Jody Scheckter in 1979.

Here we present Tony Matthews’ magnificently revealing cutaway artwork commemorating Ferrari’s double title-winning car for that memorable season, the F1-2000. It has been described as being perhaps that year’s most innovative design. Only the high nose of the 1999 Ferrari F399, its underside even higher, plus the general suspension layout and gearbox construction type had been retained.

Ross Brawn, Rory Byrne and Paolo Martinelli led Maranello’s contemporary

technical team – Ross as *direttore tecnico*, Rory head of vehicle planning, and Paolo the engine specialist. This trio had been recruited for Ferrari by Jean Todt through 1995-97, Martinelli first, followed by Brawn then Byrne, the ex-Benetton engineers whose cars had carried Michael Schumacher to his first two world titles in 1994-95.

Through the seasons of 1997-99 Ross Brawn would consider Ferrari always to have been in catch-up mode, starting the opening race a half second or more off the pace (most notably of McLaren) and relying upon Schumacher’s skills to help compensate. Through 1999 its Ferrari F399 had taken the Constructors’ title, but Schumacher’s opening-lap crash at Silverstone when his car’s rear brakes failed and he broke a leg, missing six high-summer races, foiled Ferrari’s Drivers’ Championship ambitions. Team-mate Eddie Irvine stepped up late season, but Mika Häkkinen duly clinched the crown for McLaren-Mercedes.

In Drivers’ Championship terms, Ferrari’s breakthrough year then became 2000, the latest F1-2000 car winning first time out for Schumacher in the Australian

FERRARI TIPO 049 ENGINE

Ninety-degree V10-cylinder 4-cam, 40-valve engine weighed under 106kg (233.6lb), less than a contemporary 2-litre 4-cylinder Formula 3 unit. Its oil system used 11 Eaton-type scavenge pumps. Pneumatic valve system ran at 200-bar pressure

• STEERING WHEEL

Momo steering wheel with electro-hydraulic gearchange and clutch control paddles. Hydraulic pump on engine supplied 32.2-litres-per-minute flow at 18,000rpm and system actuated gearchange, clutch, power steering, throttles, intake trumpet length, brake balance... and fuel filler flap

• PRIMARY OIL TANK

Tucked away in recess at back of tub moulding at front of engine. Combined engine oil and gearbox oil cooling system radiators housed in left sidepod. Water system pressurised at 3.5-bar normal, max 3.75-bar. Centrifugal water pump ran at 32.5% engine speed

• EXHAUST

Compact 5-into-1 exhaust stack with top-deck exit to avoid heat-stress around rear suspension and gearbox. At Monaco 2000 end-pipe snapped and exhaust burned rear pushrod



• REAR DIFFUSER

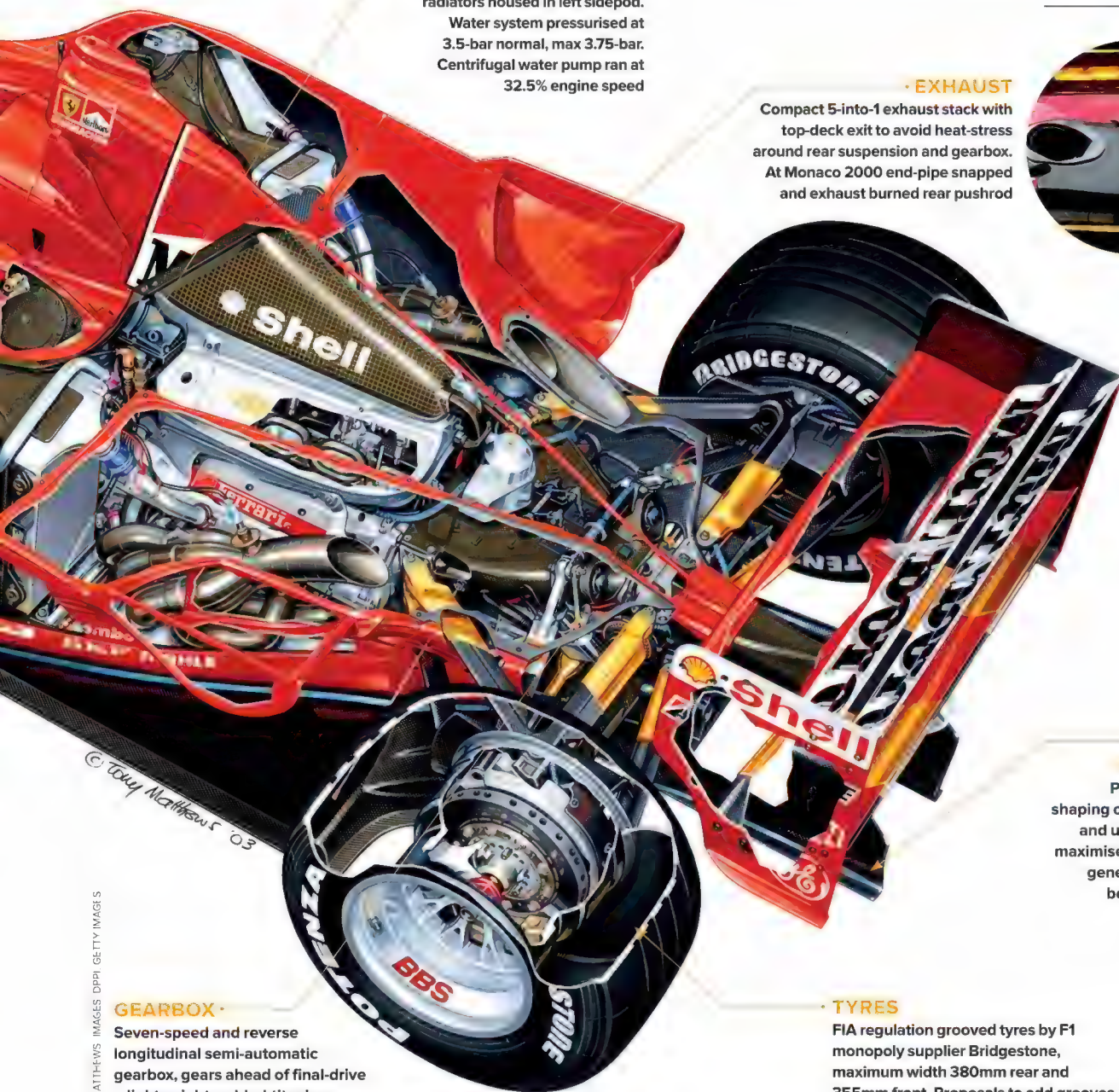
Painstaking 3D shaping of rear diffuser and underbody exit maximised downforce-generating airflow beneath the car

• GEARBOX

Seven-speed and reverse longitudinal semi-automatic gearbox, gears ahead of final-drive – lightweight welded-titanium fabricated gearcase with carbon-composite housing linking to engine ahead of it, wing-mount and regulation rear impact structure behind

• TYRES

FIA regulation grooved tyres by F1 monopoly supplier Bridgestone, maximum width 380mm rear and 355mm front. Proposals to add grooves – some lateral – were rejected on grounds full-treaded dry tyres were no longer practical for modern F1 loads. Brembo rear brakes had callipers maximised beneath to lower car's centre of gravity



FERRARI F1-2000

GP, then completing a hat-trick with further consecutive wins in Brazil and at Imola where Brawn's two-stop strategy and a stunning drive by Michael brought Ferrari home-soil victory.

McLaren struck back with David Coulthard and Mika Häkkinen winning the British and Spanish GPs, before Michael responded on his home ground at the *ersatz* Nürburgring. Coulthard took Monaco, Schumacher's F1-2000 Canada. Coulthard and Häkkinen added McLaren wins in France (where Schumacher's engine ran a bearing) and Austria, Michael's team-mate Rubens Barrichello scored his highly emotional breakthrough victory with his F1-2000 at Hockenheim, before Mika struck back with McLaren wins in Hungary and Belgium.

Suddenly Ferrari's season seemed to be unravelling. But it then exploded as every one of the final four GPs fell to Schumacher's F1-2000 - Italy, the USA, Japan and Malaysia. He clinched the Drivers' title in the penultimate round, the Constructors' in the final. For Maranello's men it was mission accomplished - an immense achievement

after such a long and (in the late-1990s) a so-demoralising wait.

Eight Ferrari F1-2000 chassis identities were built - one fewer than the F399s the previous year. They were numbered from Ferrari F1-2000 chassis 198 to 205. Their use - and achievements - are detailed here, beginning with 198 which spent most of the year as the team's T-car and primary test hack, only pressed into service for the Monaco GP when the left-bank exhaust broke and burned the rear-suspension pushrod link to failure.

CONCEPT AND DESIGN THOUGHT on the Ferrari F1-2000 had begun in March/April 1999 after analysis of the contemporary F399's performance against its competitors' new cars plus - of course - detail evaluation of the coming year's new FIA regulations. The hunt for omissions and loopholes was on!

Targets were set to reduce structure weight so that as much ballast as possible

could then be added as low as possible within the coming car, and which could then be placed to tune car balance and handling. Degradation rate of the Bridgestone tyres was closely studied to identify optimum wheel camber and toe stiffness. Ferrari's wind tunnel was working three shifts seeking any and every advantage, since in recent years McLaren aerodynamic performance had been considered superior.

The forthcoming new Ferrari's carbon-composite monocoque fuselage carried a redesigned V10-cylinder engine, forming the rearward half of the load-bearing structure, accepting all rear suspension, tractive and torsional inputs. When Formula 1 had returned to a 3-litre capacity limit in 1995, the V10-cylinder engine format was adopted as the optimum to combine combustion and thermal efficiency with neat packaging and a good length/cross-section structural compromise. Very short-stroke design enabled the crankshaft to be lowered within the power unit, providing a lower centre of gravity height, pursuit of which also led Martinelli's design group to consider a wider



Before the 2000 Italian GP (race 14 of 17), Schumacher trailed Häkkinen by six points but a crucial win at Monza brought him to within two points

FERRARI F100 651 F1-2000 SPEC

Wheelbase	3075mm
Front track	1457mm
Rear track	1416mm
Overall length	4503mm
Overall width	1798mm
Weight	Under 463kg/1020.74lb (without ballast and driver)
Minimum running weight	600kg/1322.77lb
F100 049 engine	90-degree V10 cylinders
Block	Investment-cast aluminium-silicon
Heads	Sand-cast aluminium
Crankshaft	Vacuum-cast extruded steel - six main bearings, tungsten balance weights
Bore	96mm
Stroke	61.4mm
Compression ratio	12.0:1
Unit weight	Less than 106kg/233.6lb (in 049C-spec, including clutch)
Induction	Gear-driven twin-overhead camshafts per bank - 4 inclined valves per cylinder - pneumatic return-spring system
Engine management	Magnetti Marelli
Ignition	Magnetti Marelli digital electronic
Max power	823bhp @ 17,500rpm
Max torque	35kg/m - 253.15lb/ft @ 15,500rpm
Max rpm	18,000
Transmission	Longitudinal titanium-case electric hydraulic semi-automatic 7-speed



Schumacher's title came here at the Japanese GP. Above: Maranello in 2000... the Scuderia's extra man hours over its rivals paid off

vee-angle than the V10's traditionally ideal 72 degrees. Initially Ferrari had gone from that included angle between the engine cylinder banks to 80 degrees in their 047 unit, which had a CoG height of 204.5mm (8.05in). Modification to the still-80-degree 048B V10 spec then cut 7mm off that height, while Martinelli's new 90-degree 049A V10 design for 2000 - Ferrari's sixth V10 iteration - slashed it to 187mm (7.3in).

The engine featured classical twin overhead camshafts per cylinder bank actuating four titanium valves per cylinder with a pneumatic spring system. The underside of each shallow, large-diameter piston was in part cooled from below by carefully directed oil sprays. Obviously by 1999-2000 the era of onboard management unit computer control was well advanced and one F1-2000 system it handled involved variable-length intake trumpets to provide optimum torque delivery, while throttle and gearbox control were both drive-by-wire, freeing the monocoque design from having to accommodate rigid rod or cable linkages.

Ferrari's 049 V10 would rev to 18,000rpm, and developed some 823bhp at 17,500rpm. Both crankshaft speed and power output were new records for Maranello. This engine drove through a seven-speed semi-automatic sequential-

change longitudinal transaxle. Its lightweight carbon-composite structure accepted suspension loads while the titanium gear case beneath and to the rear also supported the rear wing and regulation impact structure.

From its winning debut in Schumacher's hands at Melbourne, with team-mate Rubens Barrichello second, relatively few changes were made to these F1-2000 team cars. Five front wing designs were used, introduced at Melbourne, Imola, Montreal, Hockenheim and Suzuka, three rear wings and three diffuser planes - one virtually standard for most of the year, for the faster circuits and another for Spa. In France, McLaren-like sidepod air-relief chimneys appeared but were not raced until Hungary, then Malaysia, while flip-ups were added ahead of the rear wheels.

Up to 70kg of tungsten (much denser than lead) ballast was carried to ensure the car always hit the 600kg minimum weight

limit if checked. Two vee-shaped pieces mounted into each side of the under-nose splitter section, and to reduce rear tyre wear at Silverstone 30kg in a tungsten slab was carried further forward in the leading-edge of the horizontal underfloor.

At Melbourne the cars had run in near pre-season launch configuration with F399 front brake cooling ducts. New wings, enlarged brake intakes and air vents appeared in Brazil, while thin 21mm brake discs - against the standard 28mm, saving 500g per disc - were run in qualifying. The rear brake calipers clasped each disc from beneath, further minimising centre of gravity height.

For Imola still bigger brake ducts were used with a new rear wing. At Monaco maximum downforce wings were of course applied, maximum power-steering lock was enabled for the hairpin and the suspension arms reinforced against potential kerb (or barrier!) damage. ●

"Ferrari's 049 V10 developed some 823bhp at 17,500rpm"



Ferrari's season stats...

In total, eight chassis (198-205) were raced in 2000, with Schumacher using six and Barrichello four

CHASSIS	DRIVER	RACE	RESULT	QUALIFIED
198	Schumacher	Monaco	Rtd	Pole
Total chassis use: 3054 miles (including T-car and testing)*				
199	Barrichello	Australian	2nd	4th
		Brazilian	Rtd (hydraulics)	4th
		San Marino	4th	4th
		British	Rtd (hydraulics)	Pole
		Spanish	3rd	3rd
Total chassis use: 8750 miles				
200	Schumacher	Australian	1st	3rd
		San Marino	1st	2nd
		British	3rd	5th
		Spanish	5th	Pole
		European	1st	2nd
		German	Rtd (collision)	2nd
	Barrichello	Malaysian	3rd	4th
Total chassis use: 3167 miles				
201	Schumacher	Brazilian	1st	3rd
Total chassis use: 8173 miles (race meeting and testing)				
202	Barrichello	European	4th	4th
		Monaco	2nd	6th
		Canadian	2nd	3rd
		French	3rd	3rd
		Austrian	3rd	3rd
		German	1st	18th
		Hungarian	4th	5th
		Belgian	Rtd (fuel pressure)	10th
		Italian	Rtd (collision)	2nd
Total chassis use: 4413 miles				
203	Schumacher	Canadian	1st	Pole
		French	Rtd (engine bearing)	Pole
		Hungarian	2nd	Pole
	Barrichello	American	2nd	2nd
		Japanese	4th	4th
Total chassis use: 2757 miles				
204	Schumacher	Austrian	Rtd (collision)	4th
Total chassis use: 698 miles (race meeting and testing)				
205	Schumacher	Belgian	2nd	4th
		Italian	1st	Pole
		American	1st	Pole
		Japanese	1st	Pole
		Malaysian	1st	Pole
Total chassis use: 2040 miles				

* Ferrari-approved figures quoted in 2001

In Canada the front suspension pushrod was remounted directly upon the wheel upright, and changes made to both front and rear wings. In France a new low-friction Stellite underfloor 'plank' was introduced plus new barge boards abaft the front wheels. For the European GP at the *Neue Nürburgring* the front wing had reduced chord, the rear diffuser more channels. The potential heat of the Hungaroring brought in the sidepod chimneys, and for Spa amongst aerodynamic mods the latest 049B-spec engine was raced, while a small brush on the rear brake calipers swept carbon dust from inside the wheel rims. For Monza a reduced-chord rear wing emerged, and for the US GP at Indy a Spa-like spec was adopted. At Suzuka a new wing derived from one tried in practice at Spa was run and in steamy Malaysia that same setup, but with the Hungaroring hot-race chimneys re-adopted, was used.

FERRARI'S WINNING EDGE - THOSE 21 years ago - involved successful combination of so many factors. Maranello demonstrated wise expenditure of a huge budget. Ferrari's test programme included 125 days of development work against McLaren's 77, some 19,610 miles of running against the Woking team's 14,358. Ferrari's engineering was simultaneously pragmatic, evolutionary, cutting-edge and immensely capable. Jean Todt's slick organisation combined with the talented combo of fellow boyhood aeromodellers Ross Brawn and Rory Byrne, plus Paolo Martinelli and all their staff to regain pre-eminence for the prancing horse.

Brawn's strategic nous, developed from his years of sports car endurance-racing with TWR Jaguar, merged with Schumacher's outstanding class and Barrichello's fine supporting job to bring home the bacon. And today without doubt Ferrari F1-2000 chassis 205, with its four consecutive GP wins, all from pole position, the last pair both Championship-clinching, and chassis 200 with its three wins, plus chassis 201 and 203 with their single Schumacher win each, not to forget chassis 202 with its unique Barrichello breakthrough victory, are amongst the most coveted of all modern-era Formula 1 collectors cars.

None other than Peter Wright, of pioneering BRM and Team Lotus ground-effect fame, produced a book with Tony Matthews on these cars - *Ferrari Formula 1* published by the late, lamented David Bull in 2003. I hugely recommend it... **o**

A full-page photograph of Michael Schumacher sitting on the front wing of a red Ferrari Formula 1 car. He is wearing a white t-shirt with a Ferrari logo, light-colored trousers, white socks, and white sneakers. He is also wearing a red cap with a Goodyear logo. He is smiling and giving a thumbs-up. The car's front wing features the number '1', a Shell logo, 'MAGNETI MARELLI', and 'FIAT'. In the background, several team members in red Ferrari uniforms are visible. The scene is set in a garage or pit lane with overhead lights.

"Brawn's strategic nous merged
with Schumacher's class to
bring home the bacon"

The world number one at
Suzuka, although due to wet
conditions, Schumacher had
a cautious race. Opposite,
top: Schumacher on his way
to a win at the US GP

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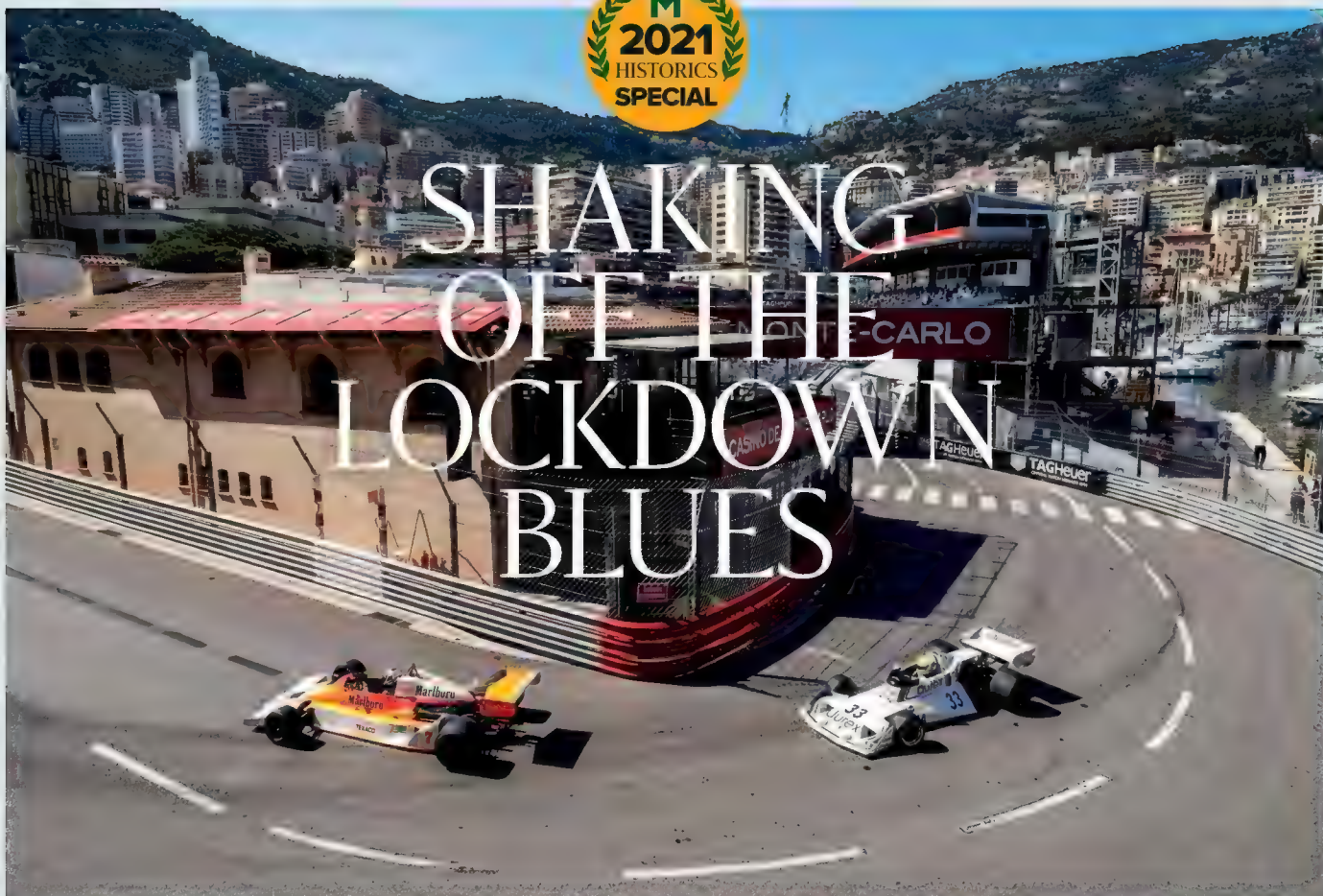
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A year largely without headline historic racing events could have damaged the sport forever, says **Robert Ladbroke**. In fact, it appears to have only intensified appetites for 2021

IMAGINE A WORLD PERMANENTLY without the Goodwood Revival, Le Mans Classic, Monaco Historique or the Silverstone Classic. We got a taste of such a dystopia during 2020 when all were taken off the table by the pandemic.

Engines fell silent as the wider, more important troubles of the world took precedence. These events are pillars of the sport that dictate to many teams, drivers and enthusiasts exactly where they'll be across any given weekend of the racing season. That 2020 break in play could have had large and lasting ramifications for the sport, with businesses being closed, circuits struggling, and fans unable to attend events.

It's been a ghastly 18 months in that respect, but there is light at the end of the tunnel as the myriad of virus control strategies and vaccination programmes begin to take effect, and it's clear that historic racing has weathered the storm even better than we'd hoped.

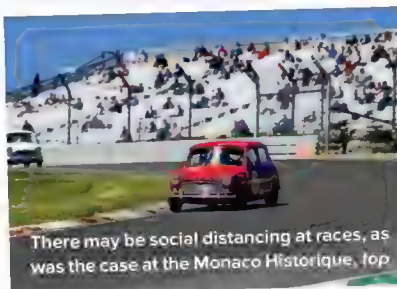
At the top end of the scale, in April the Monaco Historique became the first major historic racing event to return, albeit with strict spectator limits. At the other end of the spectrum, both the Vintage and Historic sports car clubs burst back into life at Silverstone and Snetterton, their total entries numbering 225 and 230 respectively. That's almost 500 cars. Out racing on the first weekend back. Across just two meetings. Historic racing has

returned and arguably it will be better than ever because of the downtime.

"So far we've seen some very positive signs that historic racing as a whole is experiencing a bit of a rebirth of passion," explains Vintage Sports-Car Club president Paul Tunnicliffe. "We've seen entries rise across all of our disciplines - from circuit racing to sprints, hillclimbs and trials and we're back up to pretty much a full calendar for this season (five race meetings, seven hillclimbs and six trials), which is incredibly promising.

"There is certainly an increase in appetite to get out again. Our first race event at Silverstone almost felt like a massive release of pressure as people got back into the swing of doing what they love."

That increased appetite is also allowing clubs to capitalise on the demand for entries and try new things. The VSCC will run its first Light Car race for 40 years during its Oulton Park meeting in July - for cars of limited



There may be social distancing at races, as was the case at the Monaco Historique, top

power built before 1930, such as the humble Austin 7 or Trojan. It also created a new grid for racing Specials at Silverstone - cars made up from donor parts of more than one vehicle. That race attracted 33 entries first time out.

"I think one of the factors driving our entries up has actually been the free time people found during lockdown," adds Tunnicliffe. "Things like the furlough scheme allowed people time to finish that garage project they'd not got round to before, and because of that we're now seeing a lot of new cars coming out."

It's a similar story at the Historic Sports Car Club, which boasted over 370 entries for its recent International Trophy meeting on the Silverstone GP circuit, with grids well into the 40s for most categories.

"I think there are a few factors as to why historic racing is thriving now, especially in the UK," says HSCC head Andy Dee-Crowne. "As a club that organises races both in the UK and abroad, Covid hit our European plans hard, but has had the knock-on effect of boosting our UK events. With European travel now difficult, our numbers in the UK are up across the board, and across categories of all levels and prices."

"At Silverstone we had 40 cars for Historic Formula Ford, which could be considered a budget category, and a 55-car field for the GT & Sports Car Cup, which caters for cars of immense value such as E-types, Cobras and Lotus models. Ultimately, if you can afford to own cars like that then you can likely afford to run them, but there's definitely a big appetite

to get back racing across all levels. Ordinarily we'd run eight to 10 UK events a year, yet during 2020 we only had four. That restriction had a bit of a supply and demand effect for this year.

"We've also seen a hike in younger people coming into the racing. Our average membership age is around 60, yet we're seeing more and more teenage or 20-something drivers joining. Some are simply taking over Dad's car to go racing, and some are attracted by the big events - like the Silverstone Classic, Monaco Historique and Goodwood as they are achievable events to join should you choose the right series and be successful within it.

"There's also a lot of romanticism around historic racing at the moment in the media. Films like *Rush* or

Le Mans '66 showed when drivers were heroes going into battle and showcased the beautiful machinery and that has piqued a lot of interest with younger people. The cars are exciting and brash and different, and as a club we pride ourselves on our driving standards being highly considerate and respectable, and I think there's a lot to be said for clean, fair racing in this day."

Masters Historic Racing is also planning a full campaign of events this year, with three UK events. The first two - at Donington and Brands Hatch - featured 124 and 151 cars respectively across just five or six categories, which signals good things ahead of its final domestic date, the Silverstone Classic on July 30-August 1. Fingers crossed it'll be an event we can all witness for ourselves this summer. **O**

"There's definitely a big appetite to get back racing across all levels"

Five of the best

With grids booming and grandstands opening up, here are a few UK dates not to be missed

● JULY 9-11

HSCC BRANDS HATCH

Three days of tip-top historic racing begins with a separate meeting on the Indy Circuit on the Friday, before moving to the legendary Grand Prix loop for the weekend.



● JULY 30-AUGUST 1

SILVERSTONE CLASSIC

An obvious choice. It always boasts huge grids and a superb atmosphere, plus a huge array of off-track activities too.

● AUGUST 7-8

VSCC PRESCOTT HILLCLIMB

There are few bigger, or better, names in hillclimbing than Prescott and the VSCC packs the place out. This lesser-used short course event is a precursor to the club's meeting on the long course in September.

● OCTOBER 2

CASTLE COMBE AUTUMN CLASSIC

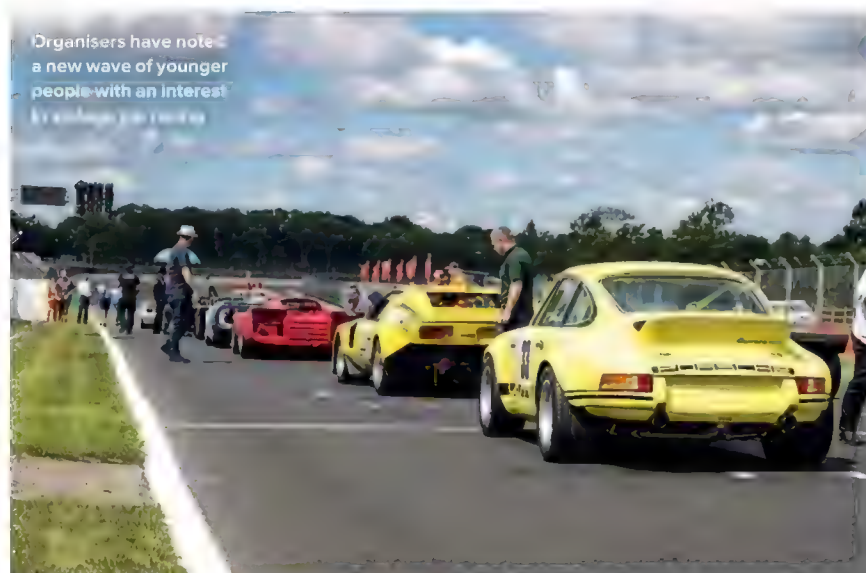
For those who like to get up close and personal with classic machinery, a visit to Combe is a must. A great, old-school circuit with strong grids and a host of parades and displays planned.



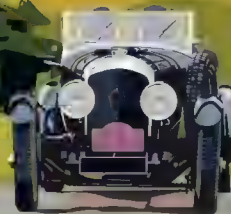
● OCTOBER 16-17

GOODWOOD 78th MEMBERS' MEETING

Twice rescheduled from its original March 2020 date, the Members' Meeting is quieter than the Revival, but no less dramatic. Tickets are currently sold out, but there will be a live stream to enjoy.



A sociable and competitive drive through the enchanting Glens, across the moors and alongside the beautiful lochs of the Scottish Highlands.



2021 ¹ 2021
HIGHLAND THISTLE
RALLY

2 to 7 Sept 2021

2021 ¹ 2021
CARRERA
ITALIA

2 to 12 Oct 2021

Steep and twisty mountain roads of the Gavia and Stelvio Passes, mind blowing scenery of the Dolomites, spectacular lakeside views, luxurious hotels and convivial competition.



Short, weekend event to serve as an introduction of our sport to our sons, daughters, nephews, nieces and other family members.



2022 ¹ 2022
GENERATIONS
RALLY

25 to 27 March 2022

2022 ¹ 2022
CARRERA
ESPAÑA

24 Apr to 5 May 2022

Enjoy the best of the ancient kingdoms and principalities of the north of Spain, with renowned race circuits and luxury hotels, from Barcelona to Santander.



Starting from Belgium, this adventure sees crews driving 5,500km in three weeks on gravel and asphalt roads across Europe, heading for historic Istanbul, where East meets West on the shores of the Bosphorus.

2022 ¹ 2022
YPRES TO ISTANBUL
CHALLENGE

13 June to 3 July 2022

Most events for cars of a specification produced before 1977, with separate classification for cars of a specification produced before 1946.

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Rally & Globe
VINTAGE AND CLASSIC CAR CLUB



DRIVE THE CLASSICS

Fancy giving your car a day of fun at one of the top historic racing venues? **Robert Ladbrook** rounds up the best track days

EUROPE

Spa-Francorchamps, Belgium

One of the most famous circuits in the world (possibly *the* most famous), this glorious 4.3-mile ribbon of asphalt threads its way through the Ardennes woodland, making it as picturesque as it is pleasurable to drive.

The Spa track now may be near unrecognisable from the original nine-and-a-half mile public road course of the 1920s, when the layout was feared as one of the fastest in the world, but that's not to say the current GP configuration isn't a challenge. Along with Eau Rouge/Raidillon (and their 18-degree incline), there are also the high-speed

challenges of Pouhon (a double-apex left) and Blanchimont (an often flat-out left kink).

If you want a track day at Spa - home to events like the Spa Classic and Six Hours - you should be contacting RSRSpa, which is the leading track day operator at the venue. Don't have your own car? Not an issue, RSR has a fleet of 150 available for rental - everything from a Golf GTI to a 911 GT3RS or Radical.

"There's just something so special about Spa-Francorchamps; it's not just the track or the scenery, it's the package of the history and the culture of the place that makes it unique," says RSRSpa boss Ron Simons. "Alongside the track activities we do a lot of circuit tours also

as all of the old track is still there, turns like the Masta Kink and Malmedy. It's amazing to see.

"Spa is also a fantastic track for driver training. It has a great mixture of slow, medium and high-speed turns and plenty of runoff so mistakes aren't punished too harshly. We get a lot of tourists who simply want a fun day out and a T-shirt from Spa - it is that kind of attraction, too - but we also get a huge amount of people who simply want to get better at performance driving and Spa's layout is perfect for that."

From £685, rsrspa.com

Nürburgring, Germany

Just around an hour's drive from Spa lies another colossus of a racing circuit, and arguably the greatest single challenge in our sport - the Nürburgring.

Whether you opt for the tamer Grand Prix loop or the full-blooded 13-mile Nordschleife, each has its own character and challenge to master. Events like the Oldtimer Grand Prix

he seductive undulations of



and Nürburgring Classic are huge, and both layouts provide a compelling challenge for both cars and drivers.

Fittingly, RSRSpa's sister company, RSRNürburg, is ideally placed to get you out and acclimatised to either, or even show you around the old and lesser known Südschleife (southern loop), which closed in 1973 but parts of it still exist as a time capsule.

"The Nürburgring is a truly unique place," says Simons. "Whatever layout you choose there is always something to learn, especially with the Nordschleife where corners can change so much with speed, to the point where a tiny kink can become a full-blown corner if approached fast enough.

"There's a level of madness to the Nordschleife, which adds to its legend and appeal. People want to tackle it to say they've done it, but it's a very difficult circuit and tough to give good instruction on as it can take days and weeks to learn. But if driven right and respected, then it's safer to do laps of that than drive through Central London!

"With some of the track days they combine the GP and the Nordschleife for the full loop, and it's incredible. The GP loop is so wide, with a slow first sector and doesn't give much of a sensation of speed as the barriers are miles

away. Then you turn onto the Nordschleife and it's another world, with huge speed sensations and undulations and barriers right next to you. Nowhere else in the world gives that sort of contrast."

From £220 (entry-level self-drive with instruction), rsrnurburg.com

Dijon-Prenois, France

Having hosted the French Grand Prix five times (and oddly the Swiss GP twice, both championship and non) Dijon is an often-overlooked jewel of the continent.

Featuring fast and flowing bends over a relatively short lap, it's become a favourite with historic racing organisers and clubs over recent years with its star event, the Grand Prix De l'Age d'Or (or Golden Age), growing in popularity.

Three-time FIA Masters Historic Formula 1 champion Nick Padmore says: "I love Dijon, and it's really underrated. I adore the section after Turn 1 when you have a sequence of flowing lefts and rights and then a big stop for the hairpin. It feels great to get it right. It's also a hugely fast track. I raced a Nissan Group C car there and my eyes were watering in a straight line. It was exhilarating."

Prices around £740 per day, rsrnurburg.com, motorsportdays.com, rmatrackdays.com

UK

Goodwood, West Sussex

When it comes to historic racing in the UK, there's simply no bigger name than Goodwood. The circuit remains largely unadulterated from the original layout Moss, Clark and co tore around in period, making the entire place feel like a time warp. Whether it's packed out for the Revival, or with bare banks on a track day, there's just something extra special about this former airfield turned living museum.

Padmore holds the lap record there - an incredible 1min 09.914sec lap set aboard an Arrows A11 during last year's Speedweek



Thruxton offers loads of driving experiences, plus passenger rides alongside a pro driver

event. He says: "The moment you arrive at Goodwood the history of it just hits you. It's such a special place. I do a lot of coaching there and it's an old-school track that takes no prisoners if you get it wrong. I always suggest hitting both apexes at Turn 1 to set yourself up with a good run down towards St Mary's, which itself is a very tricky corner. There's only one line around there, it just depends how committed and brave you are as to how fast you can drive it!"

From £130, goodwood.com

Silverstone, Northamptonshire



Okay, it's not what it once was, with the much-loved Bridge section removed and Abbey now a fast right-hander rather than a left leading downhill, but Silverstone is still the best grand prix offering the UK has, and one of the most challenging tracks out there.

The high cornering speeds and g-forces make it a great test for both man and machine, and the Maggotts/Becketts complex is still rated as one of the best sequences of corners anywhere in the world.

Padmore: "Silverstone is best enjoyed in something fast and light, like a single-seater or sports prototype as the feeling of guiding a car on the edge through Maggotts-Becketts is incredible. I quite like Abbey being the new Turn 1 and it's a nice fast section heading down to braking at Village. Then corners like Copse and Stowe are so much fun once you find the right reference points for them, which isn't always easy."

From £479, silverstone.co.uk

Thruxton, Hampshire

Its title of UK's fastest track may sound daunting, but Thruxton is a superbly technical circuit, too. Your steering wheel is never quite in a straight line for the entire lap, and with demanding sections like Campbell, Cobb and Segrave and the Club chicane bookending the fast bits out back, a lap at the Hampshire speedbowl has a bit of everything. And we haven't even mentioned Church...

Padmore: "Anybody can drive Thruxton, but only the really ballsy can drive it properly! It's important to play yourself into the track and build speed gradually as there are a few sections that are so easy to get wrong, such as the two complexes, but also Turn 1 is a later turn-in than you think. The blind Goodwood corner is also quite tricky. But once you find that line that lets the car flow round a lap, you'll love it all day."

From £149, thruxtonracing.co.uk



THE (STILL) OPEN ROAD

Historic rallying is growing in popularity and the cancellations of last year have only fuelled a determination to clock up the miles. **Robert Ladbroke** speaks to Rally the Globe about its plans

REMEMBER WHEN YOU WERE a teenager and took that first road trip with your mates? Your first car, freedom calling and that incredible sense of adventure that lay ahead. It's a memory most of us car-loving folk won't ever forget. So imagine how vivid that memory could become if you threw in a circuit race along the way, or an autotest or two? How about a backdrop of the Himalayas or Italian Alps to boot? That's essentially historic road rallying in a nutshell. One mammoth adventure, with mates, with a bit

of everything sprinkled on top to help make it extra special.

Now, before the world went a bit nuts, and so long as your bank manager was agreeable, it was possible to travel the globe and get involved in some mighty rallies, such as from Peking to Paris, across Africa and eventually fully around the world.

Obviously those are off the table during these times of such restricted travel, but that hasn't stopped leading vintage and classic car rally organiser Rally the Globe from coming up with new and innovative ways to run events closer to home for the time being.

"Covid had a huge impact on our operations and event planning, and we had to make some big decisions and make them early as things like this demanded a proactive approach instead of a reactive one," says Rally the Globe chairman Graham Goodwin. "We cancelled all of our major 2020 events - including the Around the World Rally - and provided 100% refunds for anybody who requested one. We then decided to re-focus our activities in the UK and Europe for this year instead, purely because we know we will be able to deliver them safely and efficiently. Plus there's now no event



Before lockdown, the 2020 Southern Cross Safari in 2020 featured cars dating from 1927-75 travelling down Africa's Indian Ocean coast



insurance to cover for Covid, so we have to be quite cautious about knowing what we could potentially have issues with."

The result is a new-look schedule, with Cloverleaf events run from a single base in both Yorkshire and Scotland and a new Generations rally where crews must consist of entries from two different generations, the overall plan being to try and draw younger people into this arm of the sport over the long term by having parents share with sons or daughters, etc.

In October, when Europe is hoped to be over the worst of the pandemic, rallying re-starts back in Italy with the racing-influenced Carrera Italia road event, before a similar event will run in Spain next April, all building towards a return to the true long-distance endurance events such as the Ypres to Istanbul and Road to Hanoi.

Rally the Globe was established as a not-for-profit club, aiming to put on the best and most challenging events of their type around the world. But thanks to some careful planning, running shorter events domestically should have the same appeal as their international counterparts.

"We're all competitors and enthusiasts ourselves, and between us we've done hundreds of rallies and we know what makes a good event and what doesn't," adds Goodwin. "We wanted to get back to the traditional form of rallying, which was about enjoyment not commercial gain. We have a range of events and like to mix things up."

"I think this branch of the sport is popular because it's more about adventure and a mixture of different skills. Things like stage rallying or circuit racing are more hardcore, and about a specific set of skills,

whereas our events call for many different skills, such as speed, endurance, navigation, engineering and more. That also helps to equalise the field as somebody in a Porsche 911 will always out-gun somebody in a Mini during a speed event, but throw in a regularity section where it's about navigation and consistency and it's a different story."

"Our events are geared quite heavily towards couples or families, and we get a lot of both. This is basically a big adventure with some motor sport thrown into it. It's of a gentler nature than racing or stage rallying, and people appreciate that as they get to share it with a loved one."

So, on to those new UK events. The Cloverleaf has a smaller number of crews sharing a single central location - such as a privately booked hotel or country estate - and heading out each day for a different loop of tests. Then comes the late-summer Highland Thistle Rally, which features a tour of Scotland's stunning coastline. You may not get those exotic locations - well, not this year - but there will still be plenty to enjoy.

"Our events are also incredibly social - there is always time for the bar at the end of the day," adds Goodwin. "We limit larger events to 50 crews as any more affects the quality of the hotels and accommodation that we can use, and that luxury element is a big part of this. People travel together and make life-long friends as they experience the same tests and see the same wondrous sights across a period of 30 or so days on the longer events, and they make memories from it. That's why we all fell in love with rallying in the first place, and it's at the heart of all of our events." 

"Our events are geared quite heavily towards couples or families"

Get your vintage fix

Whether spectating or taking part, these events are highly recommended

YORKSHIRE MOTORSPORT FESTIVAL, JUNE 25-27

A new event that features the closed-road Wolfstone Hillclimb for 80 cars to compete at. Many classic car clubs too. ymsf.net

CLASSIC MARATHON, JULY 4-9

Set across Spain and Portugal, this endurance-style event includes navigating and regularity tests. heroevents.eu

SCOTTISH MALTS, SEPTEMBER 13-17

The 17th running of HERO-ERA's flagship Scottish event takes in the country's best driving roads. heroevents.eu

LONDON TO BRIGHTON VETERAN CAR RUN, NOVEMBER 7

With the more modern London to Brighton held at the start of June, attention turns to the Veteran event, for cars made before 1905. veterancarrun.com

CARRERA ITALIA, OCTOBER 2-12

A 10-day tour around northern Italy, with more than a smattering of race circuit visits thrown in. Carrera events feature no off-roading element. rallytheglobe.com

YPRES TO ISTANBUL, JUNE 13-JULY 3, 2022

With 3400 miles through eight countries over 20 days, this is the first true return to endurance for Rally the Globe since the pandemic. rallytheglobe.com



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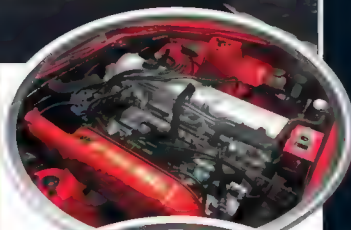
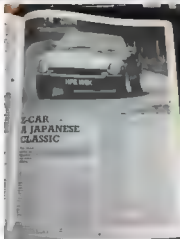
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an original UK-supplied RHD 240Z
in excellent condition with a superb provenance.***



One of the first to be delivered in this country in 1971, HPE 109K featured in several Magazine Road Tests and specialist books on the Classic Datsun 240Z, and was owned for some time by the Chairman of the Z Club. One of the few early RHD examples still retaining the original Bodyshell; very original and period-correct in all respects.

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Just completed a full re-commissioning and Service in our Workshops & ready to go! **£49,500**



***Brand new and unused
FIA-Spec Datsun 240Z Tarmac-spec
Stage Rally Car (RHD)***



This is the ultimate evolution of the Classic Datsun 240Z Stage Rally car development compliant with FIA Historic Regulations.

1973 UK V5 Registration – includes Cherished Plate

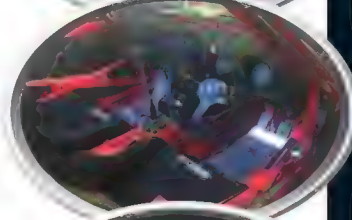
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DRAG RACE CAR

The soprano

One of the few Miura SVJs with factory credentials, the 'Corsican car' is a Lamborghini-lover's dream, says **Simon de Burton**

THERE ARE FEW CLASSIC CARS more mythical than the original Lamborghini Jota that was built to the design of factory test driver Bob Wallace in 1970. With its riveted, light alloy panels, souped-up engine, side-mounted fuel tanks and widened track, it was intended as a 'proof of concept' that the mighty Miura could be made even more 'spinto' or dramatic.

"I had nothing else to do on a Saturday or a Sunday anyway, and you had a whole factory to play around with - let's build a lighter car," Wallace subsequently said. "To show it could be done. Have some sort of a mobile test bed for new ideas or trying something different, that sort of thing."

After Wallace had tested the new car extensively it was sold to a private buyer and promptly reduced to a smouldering,

unrecoverable wreck on the Brescia ring road in early 1972.

But such was the appeal of owning a Miura that was hotbedded (in the good way), the factory built a handful more, perhaps the most famous being the SVJ sold new to the Shah of Iran and subsequently owned by car-mad actor Nicolas Cage.

Indeed, debate rages about just how many genuine SVJs were produced as



For some of the 1980s the car carried silver paintwork but has since been returned to its original red

some were converted from existing SVs. Only three cars now exist with cast-iron factory-build-from-new provenance - and this example, chassis number 5090, production number 756, is known to be not only one of them, but the final ground-up SVJ ever built.

It was made for property developer Paul Ferrandi who had homes in Paris and Corsica and, judging by an internal factory memo dated July 5, 1972, he wanted it almost immediately: it had to be built, tested and delivered just 15 days later.

Finished in the same Rosso Granada as the Shah's SVJ, it was given a bespoke Pelle Rossa interior, which Ferrandi soon accessorised with a Heuer Master Time eight-day clock and a matching Monte Carlo 12-hour stop watch - both of which remain with the car today.

Although he kept the SVJ for a decade, Ferrandi clocked-up just 13,000 (no doubt

exciting) kilometres - just 8000 miles - in it before selling to a fellow Frenchman who had it repainted in silver-grey. By 2006 and three owners later, it had still covered a mere 17,000km (10,500 miles) and in 2010 was brokered to a new owner by Kidston and treated to a three-year restoration.

Known as the 'Corsican car' due to its original owner's connection with the island, it is described by Kidston as the Lamborghini equivalent of Ferrari's 250 GTO.

Personally, I'd have this over a GTO any day on looks alone. The fact that it is a quarter of the price is pretty appealing, too. I'm a bit short of the required £10.8m, but that is entirely irrelevant.

1972 LAMBORGHINI MIURA P400 SVJ

On sale with Kidston SA, asking £10.8m. kidston.com



The 3.9-litre V12 engine, left, emits a sound to savour. Red leather seats, above, correspond with the exterior



DEALER NEWS

Huracán to hit New York in a storm of luxe

Check your inbox - you wouldn't want to miss a visit to the new invite-only **LAMBORGHINI LOUNGE NYC**. This 5400sq ft Manhattan venue is an Italian melange of cars, dining and brand partners. "It's a space that our friends and customers can call their own," said Stephan Winkelmann, Lamborghini's president and CEO. The Huracán STO will be one of the first models on display.

In Jaguar circles, the Frankensteinish **1960 JAGUAR XK150 FOXBAT** 'shooting brake', below, has cult status. This unlikely mid-1970s amalgamation of a 3.4-litre coupé and a Morris Minor is on sale for



£44,995 at **JUSTIN BANKS** in Tunbridge Wells.

On an estate theme, there is much excitement at **NICHOLAS MEE** in Herts over a trio of rare **ASTON MARTIN DB5 VANTAGES**. Just 66 DB5s were of the high-performance Vantage variant, and only one was a Shooting Brake, made to accommodate Aston Martin chairman David Brown's gun dog and polo

gear. And here it is, offered along with a coupé and a convertible. "It is a once in a lifetime opportunity," said MD Nicholas Mee. The collection price is £4m.

Read all about it! A new three-level **HARWOODS JAGUAR LAND ROVER** dealer with upper floor barista bar has opened in Hollingbury, Brighton. The site was formerly the home of local rag *The Argus*.

"We've commissioned a local artist to create public artwork that will feature the print presses," said head of business Marc Sack.

While bagging car brochures at the Earls Court Motor Show in 1975, you might have spotted a gleaming **FERRARI 365 GT4 BERLINETTA BOXER** next to Niki Lauda's F1 312T. It's with **SIMON DRABBLE**, priced £275,000. **Lee Gale**



HAMBURG | BERLIN



1959 BMW 507 SERIE II ROADSTER



**1953 TOJEIRO MG BARCHETTA
- EX STIRLING MOSS -**



**1965 ASTON MARTIN DB 5
CONVERTIBLE**



**1963 ASTON MARTIN DB 4 SERIE V
VANTAGE CONVERTIBLE**



1963 PORSCHE 356 CARRERA 2



**1973 FERRARI 365 GTB/4 DAYTONA
SERIE I COUPÉ**



1993 PORSCHE 964 CARRERA RSR 3.8



1938 MERCEDES 320 CABRIOLET A

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DB5 VANTAGE ICONS COLLECTION



With just over 1,000 examples of the iconic Aston Martin DB5 built, to see one – let alone have the chance to buy one – is a moment to be cherished. But even among DB5s, connoisseurs look for those rarer still: the performance-enhanced Vantage versions, with less than 70 ever built. Therefore, we are delighted to offer for a sale a once-in-a-lifetime trio of these DB5 Vantage icons, uniquely in Coupé, Convertible and one-of-one Shooting Brake variations.

Although each example in this collection is rare, none can quite match the DB5 Shooting Brake Vantage; the only such example to have been produced. With a hand-built aluminium body built by coachbuilders Harold Radford & Sons, this shooting brake was delivered to its first owner in 1966 and is finished in California

Sage over Red hides.

Alongside the Shooting Brake sits a DB5 Vantage Convertible, an icon of the swinging sixties. In total, only 123 were built and only five such examples were completed to Vantage specification, including the car offered here. Finished in the period colour combination of Caribbean Pearl Blue with White Gold hide interior and matching hood.

Lastly and perhaps the most iconic, is the DB5 Vantage Coupé, finished in Silver Birch over Black hides, the colour combination favoured by a certain secret agent.

Collected over a 12-year period, never before have these three most coveted examples been

offered as a collection. Every one of them has been fully restored to the very highest standards by leading Aston Martin restoration specialists, allowing them to be enjoyed in as-new condition. Each car has a detailed history file populated with original build details, BMIHT certificates, maintenance records, ownership documentation and restoration particulars, detailing the stories of each individual car from their build dates, to today.

The trio of DB5 Vantages are offered collectively, with a price tag of £4,000,000. For further details, multiple images and feature videos, please visit our web-site. The cars are available for viewing at our Hertfordshire showrooms.

www.nicholasmee.co.uk





As a Dodge Daytona this YB competed just once – in the NASCAR National 500 in 1970

Howdy, partners...

Raced by country singer Marty Robbins, this restored 1969 Dodge Daytona made a sweet sound of its own, says **Simon de Burton**

HE MAY ONLY HAVE STOOD 5FT 4IN tall in his cowboy boots, but few singers were as big on the country and western scene as the honey-voiced Marty Robbins. Best known for writing and recording *El Paso* – the first US No1 hit of the 1960s (No19 in the UK) – Robbins also became a dedicated stock car racer having taken up the sport even before the mellifluous ballad brought him worldwide fame.

In a 17-year competition career, Arizona-born Robbins made 35 starts and managed six top 10 finishes in the rough and tumble world of NASCAR. He was even awarded the Rookie of the Race title after clocking 188mph in the 1972 Winston 500 – or would have been, had he not admitted to running an illegally de-restricted carburettor. Afterwards, having accepted a \$350 fine for cheating, he simply said, “I just wanted to see what it was like to run up front...”

But there was no monkey business in the 1970 National 500 at Charlotte where Robbins drove this Dodge that he had bought from double Winston Cup series winner James Hylton, who previously ran it in Charger guise.

Robbins had the Dodge converted to Daytona specification by stock car gurus Bobby and Eddie Allison before campaigning it in the big race, which marked his first return to NASCAR after a two-year gap.

It subsequently disappeared from public view, only to be rediscovered in 2005 and meticulously restored by Ray Evernham's Big Iron Garage in Mooresville, North Carolina – right down to Robbins' signature magenta and chartreuse livery. It runs a 426 cubic inch racing hemi V8 in a bespoke Nichols chassis fitted with GM-based front suspension, which was one of the principal features that led to its identification as the ex-Robbins car.

Being sold with a bulging file of period photographs, race provenance and magazine articles, it is the second of the singer-songwriter's race cars to come to auction since 2016, the previous example being a heavily modified 1964 Plymouth Belvedere which famously carried no777.

1969 DODGE DAYTONA NASCAR

On sale with Mecum Auctions, Orlando, US, July 29-31. Estimate £350,000-£500,000. mecum.com

FORTHCOMING SALE HIGHLIGHTS

● BONHAMS, GOODWOOD, JULY 9

Bonhams is back with its regular Festival of Speed auction, which this year includes a 1929 Maserati Tipo 26B grand prix car tipped to fetch £1m, and an Aston Martin DB5 drophead that not only belonged to Princess Margaret, but also to comedian Peter Sellers. There must be a joke in there somewhere...

● RM SOTHEBY'S, SILVERSTONE, JULY 17

This one-lot sale marks the first time a Lewis Hamilton F1-winning McLaren has come to auction. And what better occasion to offer the 2010 MP4-25A than at this year's UK race? Before bidding commences, it will be driven at Silverstone at speeds of up to 150mph. Careful now – it's estimated at £3.5m-£5m.

● ARTCURIAL, MONACO, JULY 19-20

This sale brings the return of Artcurial's popular week-long run of auctions that spans cars, watches, jewellery and collectible handbags (a record for the latter recently set by Christie's at £309,000). Most will be interested only in bagging a car or a watch.

● BONHAMS, CARMEL, US, AUGUST 13

Among the lots at Bonhams' sale during the Pebble Beach concours will be a 33-foot Airstream caravan consigned by Hollywood star Tom Hanks, who used it as a refuge during the making of a dozen blockbusters, including *Forrest Gump* and *Apollo 13*. It's expected to fetch up to £175,000 and will be sold alongside Hanks' mighty Ford F-450 pick-up estimated at £50,000-£70,000.



Peter Fonda was a guest at the Goodwood Festival of Speed in 2009, although the Harley was a replica. The real one has just been sold for more than £200,000

Oh wow, like, hey man...

Simon de Burton on a Chevy bargain, an Elan rarity and *that* bike from *Easy Rider*

1952 HARLEY-DAVIDSON 'CAPTAIN AMERICA'. SOLD BY CORD & KRUSE, £205,310

If the 'Captain America' chopper used in *Easy Rider* isn't the most famous motorcycle in movie history, what is? Two were built, but one was stolen and broken up. It is claimed this is the genuine survivor. It crashed at the end of the film after Peter Fonda's Wyatt was shot by a redneck. Fonda gave the remains to actor Dan Haggerty of Grizzly Adams fame who commissioned restorer Gary Graham to rebuild it, but ended up giving it to him to settle a debt. Some believe an identical bike sold for £810,000 in 2014 is the real thing. Only Fonda and Haggerty really knew, both of whom are now dead.



1981 MARCH 811. SOLD BY RM SOTHEBY'S, £240,000

Another from the superb competition car collection of the late Irish enthusiast John Campion (who died in 2020), this was driven during the '81 F1 season by Derek Daly and used in 1982's Can-Am series.



THE LEONARD COLLECTION. SOLD BY COLLECTINGCARS.COM, £7.5M

The 10-day sale of 38 cars from the Leonard Collection, including this 1987 M5 (£51,000), attracted 54,000 views, and 3.6 million are said to have watched the YouTube video that promoted it.



1959 MGA COUPE-MONTE-CARLO RALLY. SOLD BY THE MARKET, £45,250

This MGA was bought new to contest the 1960 Monte-Carlo Rally (it finished 130th). It was later returned to standard road guise, but restored to Monte spec on discovery of its interesting history.



2019 ASTON MARTIN VANTAGE

SOLD BY BONHAMS, £109,391

This special edition Vantage is being sold to raise funds for wildlife conservation through charity initiative Auction4Wildlife. It was one of 60 made to honour the DBR9 Le Mans GT1 wins of 2007-08.



1994 CHEVROLET CAMARO Z28

SOLD BY HISTORICS, £2,576

A bargain – and not just any Camaro but a hot Z28 version with a small block V8 and six-speed manual transmission. It is said to be blue beneath the razzle-dazzle camo wrap.



1953 RGS ATALANTA

SOLD BY BONHAMS, £201,662

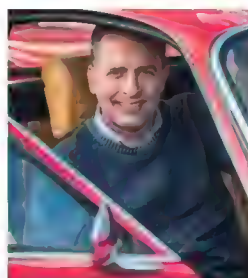
This rare and quick Jaguar-powered special, one of 11 built by Atalanta Motors of Staines, sold for below its estimate. It went to the US in the 1970s and had lately been on static display.



1972 LOTUS ELAN 'JPS'

SOLD BY H&H, £11,812

One of just 115 Elan Plus 2 130S/5 special editions made to commemorate Lotus achieving 50 grand prix wins. The 130S/5 references the model's 130bhp and five-speed gearbox.



THE INSIDE LINE

"It remains a buyers' market. Vendors shouldn't be too bold"

COCKNEY COMEDIAN MICKY Flanagan does a famous skit on whether you're going 'out' of an evening, or whether you're going 'out-out' – the former being a semi-genteel evening partaking in a few beverages, while the latter of course equates to a night of absolute excess.

How does that relate to the classic car world? Well, as some semblance of normality returns, I feel that it's currently in the 'out' phase. I recently competed in a 24-hour Citroën C1 race – rising to a lofty 12th place, before a coolant sensor glitch and resultant seven-lap penalty saw us finish a respectable 22nd of 56 entrants – while, by the time you read this, I'll also have attended the E-type 60 celebration at Shelsley Walsh and be preparing for the London Classic Show and, of course, Goodwood. Events are, thankfully, happening once again.

For me, unlike Mr Flanagan, 'out-out' in our world doesn't equate to a heavy, but memorable evening. Instead, it'd be the complete removal of remaining restrictions and a full return to all that we love – events, races, auctions, meets and everything else in-between, but with capacity crowds and all the ensuing *joie de vivre* that they bring. Is normality coming back? We can but hope.

Meanwhile, the strength in the classic car market continues. Yes, we've had elements of a large recession but, just as with the housing and financial markets, the classic car market too remains buoyant.

A note of caution is, however, necessary. There have been some good auction results – including notably, Bonhams' Bond Street and MPH auctions; the former even achieved a 95% sale rate – but that's not been replicated across the board, with some blips elsewhere.

It does remain a buyers' market. Vendors shouldn't be overly bold because ultimately, they'll be disappointed, and their vehicle will

stay with them if the price is set too high. There are still some that believe you can demand any amount you want – you can't.

Perspective helps. Just 18 months ago, we were talking about a softness in the market. If we return to the Bond Street sale, its top seller – a lovely 1968 Aston Martin DB6 Volante that sold for £425,500 – might, at the Aston Martin price peak of not too long ago, have been nudging £1m at a dealer.

Just because things are strong now, I'll reiterate that it's certainly not a case of 'name your price', because it's the enthusiasts in charge and they are only paying what they think a classic car is worth. Ultimately, that's bringing some of the older, very desirable marques and models back into the realms of ordinary beings. And that can only be good news for enthusiasts.

Back at The Market we're now seeing the joys of being a part of the Bonhams group, with some lovely consignments coming through our door. We remain very much the

new kids on the auction block, but both buyers and sellers intimate that our new owner's seal of approval has added an extra lustre to our already hard-earned credibility.

From a personal point of view, my return to a racing cockpit described previously has simply proven that I'm not as fast as I think I used to be.

It was, though, joyous and well overdue – and I can't wait for the next instalment.

Many of you, like me, will be salivating at the thought of upcoming events. The journey to and from – in a suitable choice of period vehicle – will only make the main event(s) even more memorable.

The only other thing that is left to consider this summer is whether we'll be going 'out' or 'out-out'. For all our sake, let's hope it's the latter.

"There are some who think you can still demand any price you like. You can't"

Tristan Judge is director and co-founder of The Market, the online auction platform for classic and collectible cars



Images of desire

Collaring brochures at motor shows may be hard today, but as **Gordon Cruickshank** discovers, trading has never stopped

LIKE SO MANY ONCE INNOCENT pastimes, collecting brochures about cars has slipped into a specialist groove. Once, every schoolboy was desperate to go to a car show and fill a bag with exciting automotive fantasy fuel. Now there is no official British motor show, and information comes from a website or a QR code. Yet brochures and the like continue to be traded. Once it was hard for the dealer to display his full stock; now it's eBay all the way, making it far easier to track down that glossy pamphlet to go with the Sunbeam Lotus you are restoring.

That type of focused search is much more likely now than the more generalised collecting urge of the past, says Giles Chapman, who as well as authoring many books on automotive subjects also trades in brochures and the like.

"In the internet age there's a lot for sale but things that were once costly - RS Ford

Performance, Jaguar, MG items - have come down a lot because so there are so many people trading," he feels.

Everything will sell, says Chapman, if only for a few pounds, but it's about subject rarity rather than the quality of the item.

"A Rolls-Royce Silver Shadow brochure, for example, is a high-quality production and has probably been cherished for years, so there are many of them in good condition at £5-10, whereas a pamphlet for a Bond Bug, even though it was cheap and cheerful, could be worth £50."

Hopes of that attic treasure chest full of Isotta-Fraschini and Duesenberg material are long gone, says Chapman. "The exotic pre-war stuff doesn't come up in house clearances now - it's all been either rescued or binned a long time ago. But there are still prizes to find: I bought a job lot of brochures

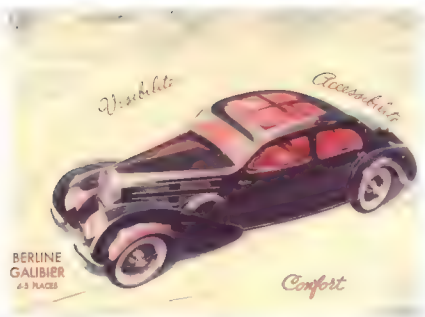
for £12.50 on eBay and it included real rarities like Costin-Nathan, Broadspeed GT, Diva and Elva pamphlets."

As generations roll on it's things from 10 to 15 years back which are picking up speed, Chapman says, especially for cult cars such as Renault's Sport Spider. But beware of high-quality copies.

Earlier brochures often had appealing artwork, though the illustrations could be plain deceitful. "Rootes was probably the worst for elongating the cars and shrinking the people," says Chapman, "but they all did it. Graphically, some of the best are by Citroën. There was no commercial television in

France in the 1960s so a brochure was the only way to get a message over. My favourite is for the SM. It's just gorgeous. They didn't have to compete against direct rivals - they were simply producing an image of desire."

"A Rolls-Royce brochure might be £5, a Bond Bug pamphlet £50"



BUGATTI 57 BROCHURE

The more exotic the marque, the rarer the brochure and the higher the price. Bugatti (Ettore's enterprise, not the VW offshoot) naturally qualifies, especially as its 1930s artwork often has an appealing Art Deco style, as here. This one is for the Type 57, Bugatti's high-style high-performance grand tourer, and features Galibier coupé and Aravis and Stelvio cabrios. Not exactly easy to find.

Automotive Literature Europe, €299



ALLARD PALM BEACH PAMPHLET

Considering only 80 of Allard's 1950s Palm Beach model were ever sold, the company's advertising leaflet is a pretty rare item, too. This six-page single-colour fold-out elaborately extols the virtues of the swish three-seater (on a bench) sports car despite its far from sporting Ford Consul or Zephyr engine choices. It's also an insight into Britain's economic straits in the '50s – purchase tax is more than 50% on top of the base price.

Andrew Currie, via eBay, £10.99



REAR-ENGINED RARITY

Handsome and unusual, it's a shame so few people fell for this Alpine-Renault (titled thus if you were a rally fan, vice-versa if you were part of the Renault PR machine). But the rear-engined A310, with four seats squeezed into its glassfibre body, was not exactly for the hide-bound. This brochure covers the later V6 version which finally gave the Gallic coupé the power it needed, if not the handling balance... Full colour, 18 pages, text in French.

Pooks, via eBay, £49.99



ECONOMICAL WITH THE TRUTH

Wizardry on wheels! So says BMC about its revolutionary family car, the Mini. This 1959 broadsheet offers "big car motoring", promised by illustrations of suspiciously small people lounging in the new baby car. The 12-sided fold-out is illustrated with multiple drawings including misleading cutaways with that tiny family. A rare survivor from the introduction year of what would become a cultural smash – but no profit-maker.

Pooks, via eBay, £24.99

MY PRIZED POSSESSION

DUTCH SUPERCAR CLOGS

MARTIN SHORT, ROLLCENTRE RACING BOSS AND EUROPEAN MOSLER AGENT

"The Dutch Supercar Challenge was the best championship I ever took part in. Dick Van Elk gathered a family team around him and he welcomed Moslers. I had a fantastic season, racing at Assen, Spa, Hockenheim and others against legends like Cor Euser. I won the championship, and we had an amazing party, but the big surprise was next year on my 50th birthday. We had a huge party in my workshop and not only did Warren Mosler fly in from the USA, Dick and his wife presented me with my CHAMP clogs! They're in pride of place in the den, reminding me of those amazing years with the DSC crazy crew."



THE EXPERT VIEW



Models... not toys

PERHAPS ONE OF THE MOST DIVERSE collectibles markets at the moment is scale-models, and they're high on our sales lists, for good reason, too.

Models are acceptable everywhere, on a shelf, coffee table, even your desk at work. Nowadays they're nicely made, and there's such a variety that anybody can find their own niche whether it's 1980s F1 cars, Le Mans winners, or cars Sir Stirling Moss drove... There are ranges for all.

In terms of value, so many makers create numbered limited editions but only a select few – usually from the high-end brands – will appreciate for this alone. A good way to spot potential is if a model is made in metal or resin. Top brands use resin to create small runs, making them detailed, fragile, but also more limited.

If a manufacturer is seen as a 'toy' maker, that can have an impact on a model's image. Minichamps were dominant in the market, but when the Ferrari licence switched to Hot Wheels and later Bburago – both 'toy' brands – people were initially cautious. Such cars can be less desirable for collectors, even if there's nothing wrong with the model itself.

Then there are signatures. Where do you sign it to get the best result? We recently did a signing with Jody Scheckter for a range of Ferrari 312T4s (inset). The 1:43 is too small to sign on the model itself, so Jody signed the base. Both the 1:18 and 1:12 were signed on the model because the models were big enough for him to sign. Some think signing the model itself detracts, especially with high-end products from the likes of Amalgam. Yet a signature can be the cherry on the cake.

Regardless of whether they're signed or not, any model can evoke thoughts and memories of a specific car, driver, race or moment. That's perhaps the biggest reason why we all love them.

Andrew Francis is director at The Signature Store. thesignaturestore.co.uk



THE SHOWROOM

Motor Sport collection



Editor's choice

Racing spirit

From art and memorabilia to scale models, discover an extensive range of collectibles at motorsportmagazine.com/shop

STEFAN JOHANSSON MARK VIII G 051 WATCH

Yes, we know we have a page dedicated to wristwear elsewhere in this issue, but few timepieces have quite the direct link to motor sport as this one. Since retiring from a Formula 1 career spanning 79 World Championship grand prix starts, Swedish star

Stefan Johansson has carved himself out a nice career in artworks (you may have seen some of his unique pieces in our pages before), and he's also branched out into watches. This Mark VIII G sits at the top of the range. It is Swiss made and uses a host of Swiss-made components, including a Valjoux 7750 automatic movement, a mechanical self-winding chronograph, sapphire crystal glass and a cream dial with numbers and hands coated in Superluminova for optimal night-time time-telling. It's a limited edition of just 250 pieces, and comes with a python strap (rubber available) emblazoned with Johansson's signature coat of arms. **£5350**



ALFA ROMEO T33/TT/3 HISTORY

Elsewhere in this issue you can read about how Alfa Romeo and its Autodelta racing arm created a touring car to conquer the world. The Giulia GTA 1600 ultimately sparked Alfa's move into the World Sportscar Championship with its line of prototypes. Ian Wagstaff charts the story of the T33, the most successful of the lot, with the full development story, race accounts, driver profiles and more photos than you can shake a stick at. £30



SIGNED VINTAGE BRITISH GRAND PRIX PROGRAMME

If you're after something that's truly a one-of-a-kind collectors' item, then look no further than this incredible 1965 British Grand Prix programme, signed by a host of sporting legends. In truth, the programme itself would be enough to pique the interest of most, with its entry lists, period photos and features. But add in autographs from John Surtees, Jackie Stewart, Mike Spence, Innes Ireland and eventual race winner Jim Clark – who signed a page reporting on his incredible Indy 500 success of the same year – and you have something that's worth its weight in gold. £1350



MARTIN ALLEN ART PRINTS

London-based automotive artist Martin Allen has a unique take on capturing sporting icons. His oil-painting technique gives vibrant and deep colours and his choice to focus a subject across only part of the canvas gives the pieces a dreamlike quality. Our choice would be *The Calm Before the Storm* showing Ayrton Senna during his McLaren days gazing upwards towards a timing monitor before heading out for a qualifying lap. Limited to 100 prints, each is A2-sized and comes hand-titled, numbered and signed by the artist. £180



ABOUT THE MOTOR SPORT SHOP

With hundreds of special and unique racing-themed products, and many new items regularly added, the *Motor Sport* shop is aimed at both serious and casual collectors with a number of price points to suit your budget. Visit motorsportmagazine.com/shop

SIGNED TYRRELL P34 MODEL

Name a more distinctive or controversial Formula 1 car than the six-wheeled Tyrrell P34 from 1976. Simple answer: there isn't one. Few have come close, but nothing stole the headlines quite like when Ken Tyrrell and chief designer Derek Gardner decided to rip up conventional car design and chuck two sets of smaller 'caster' wheels at the front of his Elf-backed machine. Jody Scheckter scored the car's crowning glory by winning the Swedish Grand Prix, adding a further four second-place finishes to cement third in the Drivers' Championship. He's also turned his hand to signing this 1:43-scale model, and each comes with a certificate of authenticity from our partners, The Signature Store. £69.95



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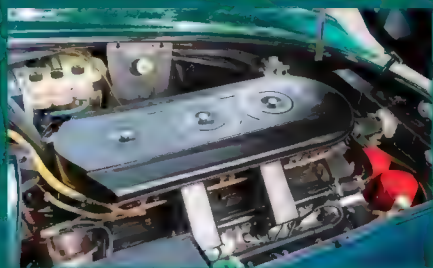
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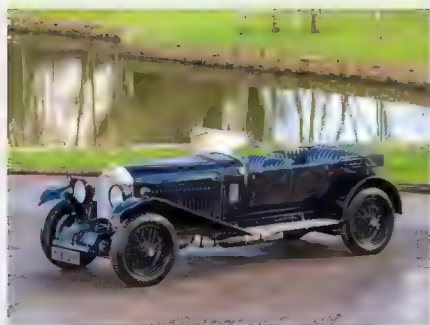
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A one owner, UK supplied example with impeccable service history from new. Fitted with a host of factory options.....**£495,000**



2000 ASTON MARTIN V600 LE MANS
Only 1,665 miles from new & fresh from a major service at R.S.Williams, indistinguishable from new throughout.....**£495,000**



2004 ASTON MARTIN DB AR1
Car number 1 of only 99 examples ever produced worldwide & just 900 miles from new.....**£275,000**



2019 MERCEDES-AMG S 65 FINAL EDITION
1 of only 4 UK supplied examples produced, total spec, only 2,234 miles & 1 owner from new.....**£149,500**

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Autodelta's Cortina-beating Giulia GTA was a trimmed-down version of the road-going car, shedding weight thanks mainly to an aluminium body

ALFA ROMEO GIULIA GTA

- **Price new** \$5625 (£2010)
- **Price now** £200,000-£400,000
- **Engine** 1570cc Alfa Romeo twin-cam
- **Rivals** Ford Lotus Cortina, Lancia Fulvia, BMW 2000Ti
- **Verdict** Still one of the prettiest tourers ever made, and a car that brought Alfa and Autodelta to the top table of racing.

Alfa, meet Delta

Pretty, petite and certainly potent. Alfa Romeo and Autodelta's first touring car was a smash hit, says **Robert Ladbrook**

THE 1960S WERE A GOLDEN AGE OF touring car racing. From Jim Clark delicately three-wheeling a Cortina around Paddock Hill Bend, to American 'Yank Tanks' rumbling around Oulton Park, the images conjured up by the early days of both the British Saloon Car Championship and European Touring Car Championship just get better with age.

And, while Alfa Romeo is busy putting the finishing touches to its new £153,000 Giulia GTA - a muscular 533bhp brute - we all know that moniker truly belongs to a far more subtle car.

The original Giulia Sprint GTA was a 1960s touring car icon, built to closely resemble Alfa's pretty street coupé, yet be capable enough to ram home the brand's sporting potential.

In 1963 Alfa unveiled the jewel of its Series 105 models, the Giulia Sprint GT. This car was based around a shortened

chassis from the Berlina and clothed in a svelte body designed by Giorgetto Giugiaro of Bertone. It was pretty from virtually any angle, with its bonnet's distinctive leading edge shading the headlamps, and the tapering lines of the body shape giving it a sit-up-and-beg sporting vibe.

Early sales were respectable, but in a world where bucketloads of Cortina sales were chalked down to circuit racing successes for Clark, John Whitmore and co, Alfa needed to take the Giulia racing to really prove the model's potency.

To do that it contracted Autodelta - the relatively new company formed by ex-Ferrari engineers Carlo Chiti and Lodovico Chizzola, which Alfa had absorbed in early 1963 to become its own in-house competition department. And that partnership was cemented with the creation of the GTA.

Just 500 bodysells were handed over to Chiti and crew, with the simple brief to make

the car into a Cortina-beater. They started by stripping all the weight they could. All steel body panels were gone, replaced by lightweight aluminium ones - hence the A for *Alleggerita*, or 'lightweight', in GTA - thinner gauge metals were used inside, the wheels were magnesium, the windows were plastic and even the original door handles didn't survive.

Out went the road-going 1300cc engine, and in came a 1600cc twin-cam fed by twin Webers to produce 170bhp, and the gear ratios were closed up and designed for fast shifting. The finished package weighed just 740kg.

Upon its launch in 1965 the Giulia GTA was already a head-turner and, after a season of tweaking, came good in 1966, beating the Cortinas to the ETCC Group 2 title two years on the trot in the hands of Andrea de Adamich, before adding a third crown in 1969 with Spartaco Dini driving. Toine Hezemans then lifted the 1970 European title in a 2-litre version. It was point proven for Alfa, and for Autodelta, which then convinced the brand to head into sports car racing. We have a lot to thank the original GTA for. ●



ONE FOR SALE

A stunning example, driven by de Adamich recently for filming.
£258,000,
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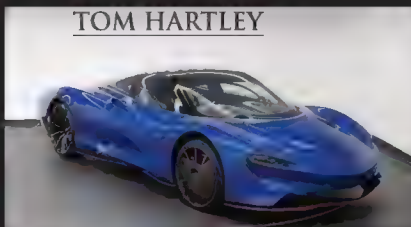
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1960 FERRARI 250 GT CABRIOLET
Blue With Tan
44,620m
£1,800,000

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18 FORD GT UK SUPPLIED
Liquid Blue With Dark Energy
1,300m
£649,950



16 FERRARI F12 TDF
Blu Pozzi With Blu Scuro Alcantara
5,000m
£624,950

TOM HARTLEY



1969 ASTON MARTIN DB6 VOLANTE
Black With Black Leather
3,390m
£599,950

TOM HARTLEY



1972 FERRARI 365 GTB DAYTONA
Celeste Metallizzato Blue With Leather
28,000m
£499,995

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Exposed Carbon Fibre With Black Alcantara Stitched Orange
700m
£439,950



19 FERRARI 488 PISTA SPIDER
Giallo Modena With Blue Scuro Alcantara
1,500m
£369,950



70 FERRARI 488 PISTA
Rosso Corsa With Nero
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09 FERRARI SCUDERIA SPIDER 16M LHD
Bianco Avus With Nero Alcantara
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- **Price new** £22,000
- **Price now** £20,000-£30,000
- **Engine** 2-litre, 4-cylinder turbo
- **Rivals** Lotus Elise (shock!), Caterham Seven, Porsche Boxster
- **Verdict** A distinct change from the norm, and only badge snobbery really stopped it from being a success.

Looks can deceive

Ignore the badge, this is a Lotus-tuned modern classic that's appreciating, if you find the right version, says **Robert Ladbrook**

AN INTERESTING MODEL THIS. ON the one hand, a Vauxhall shouldn't really hold much space on these pages. Yet on the other, this isn't totally a Vauxhall, it's more than a bit Lotus. And we like Lotus, so let's go with it.

In truth, the VX220 (or Opel Speedster, if you were in Europe) was something of a disaster in its day. Vauxhall only built around 7200 during a five-year production run, making them a rare sight, and sales figures were never sensational - after all, if you were after a sporty little number in the early 2000s, Vauxhall was perhaps one of the last places you'd be headed.

But while those were distinct downsides in their day, they have helped the VX220 become a bit of an overlooked classic in its own right, and values of the model have started to reflect as much.

Oddly, the little two-seater was only ever made through a


marriage of convenience between General Motors and Lotus. Changes in the European crash safety regulations towards the end of the 1990s meant that Lotus was unable to continue to produce the original Elise and needed to start work on an updated model, but didn't have the cash to create one. So Lotus reached out to GM for a potential investment, which GM granted, but only on the condition that Lotus also designed and built GM a sports car of its own, to market as a Vauxhall/Opel.

The first VX220/Speedster was shown off at the 1999 Geneva Motor Show, around the same time Lotus's new Elise broke cover. But there were some key differences between the two. While the VX220 was based on Lotus's new lightweight aluminium Series 2 Elise platform, GM - as a major manufacturer - toned down the sportiness a bit. It insisted on a longer wheelbase and wider rear track than the Elise, plus extra safety features

like ABS and driver's airbag. The result was the VX220 weighed 875kg - about 130kg more than the Elise - and would be powered by GM's 2.2-litre lump out of an Astra, rather than the 1.8 Toyota unit Lotus chose.

Still, when production began the VX220 was built alongside the new Elise at Lotus HQ in Hethel. And while the two shared a chassis and more than a passing resemblance, the official line is they only shared 141 parts - about 10% of the total componentry.

Regardless, critics loved this change of pace from Vauxhall, and the VX220 netted a handful of top drivers' car awards, yet hardly sold. Only 450 shifted in the first year.

Vauxhall responded by slapping 'Turbo' badges on it and fitting a 2-litre forced injection unit instead, which hiked weight again, and did perk sales up a tad. But it's the final flourish of the VXR220 (standing for Vauxhall Racing) from 2004 that you'll want. Lightened, with larger brakes and a 220bhp turbocharged engine that could propel it to 62mph in just 4.2sec, this was the performance car the VX220 was always meant to be. Only 60 were built, and around 45 are still out there. 



ONE FOR SALE

2005 VXR220

Chassis no52. It has been tuned (360bhp!) but is in great condition with just 46k miles. £25,000.
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1982 EX-AYRTON SENNA RALT-TOYOTA RT3 #291

It was late in 1982, and 22 year old Brazilian Ayrton Senna da Silva was due to return home to Brazil having won both the British and European Formula Ford 2000 Championships. There was some question as to whether he would ever return to the UK to continue racing, such was the pressure to join the family business. Until a phone call in late 1982 from Dick Bennetts of West Surrey Racing. Senna's offer was a Formula 3 race at Thruxton in the team's Ralt RT3 that Enrique "Quique" Mansilla had taken to 2nd overall in the British Championship that year. On November 13th 1982, Ayrton Senna turned up at Thruxton having never raced a Formula 3 car, put RT3 #291 on pole, won the race and claimed fastest lap. He beat 1982 F3 champion Tommy Byrne that day. Senna was no longer going home, he was in F3 with West Surrey for 1983, a championship he would win... the rest is history. Chassis 291 is a truly important piece of Ayrton Senna's history, and represents a pivotal moment in the career of the most mythical racing driver of all time.

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DUNCAN HAMILTON *ROFGO*

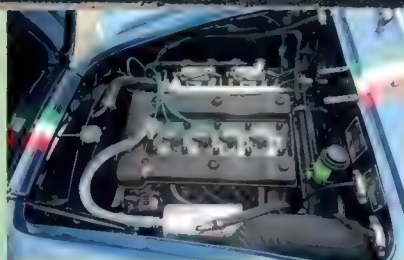


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Rosso Corsa Exterior with Rosso Cloth Interior, 17" Speed Line Alloy Wheels with Nero Brake Callipers, Air Conditioning and Stereo System. UK Supplied. Maintained by Meridien Modena for the last 15 years. Classiche Certi ed. Personally Inspected by Piero Ferrari in Maranello and Signed. 17,200 klm

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Ferrari 488 Pista – 2021 £339,995



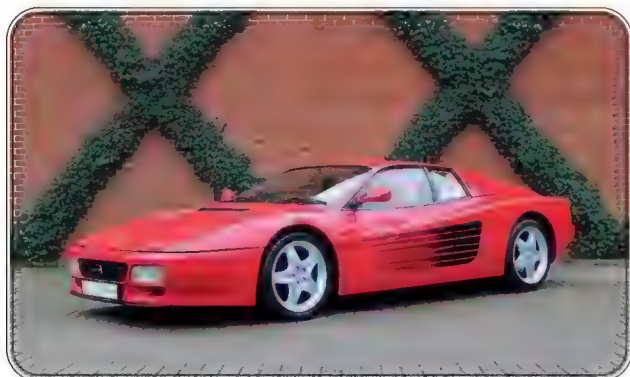
Metallic Grigio Titanio Exterior with a Two Toned Stripes, Charcoal Alcantara Upper Dashboard, Bordeaux Alcantara Lower Interior, Alcantara Charcoal Carpets, Rosso Stitching, 20" Forged Matt Grigio Corsa Wheels with Giallo Brake Callipers, Climate Controlled Air Conditioning. 500 miles

Ferrari 488 Pista – 2020 £309,995



Rosso Corsa Exterior with Nero and Charcoal Alcantara Interior, Nero Alcantara Dashboard, Nero Carpets, Rosso Stitching, Nero and Charcoal Alcantara Headlining, 20" Forged Dark Painted Alloy Wheels with Giallo Brake Callipers, Climate Controlled Air Conditioning, Large Carbon Fibre Racing Seats with Racing Seat Lifter. 500 miles

Ferrari 512 TR – 1992 £199,995



Rosso Corsa with Crema Leather Interior, Nero Dashboard, Bordeaux Carpets, Crema Headlining, 16" Alloy Wheels with Nero Brake Callipers, Air Conditioning, Single CD Player and Stereo System. 1 of 86 UK Supplied Cars. 9,600 miles

Ferrari F430 Scuderia – 2008 £199,995



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911 Carrera RS (993)

Grand Prix White • Dual-Tone Leather Recaro Bucket Seats • 18" Split Rim Wheels • Air Conditioning • Factory RS Clubsport Spoilers • Previously Serviced by Paragon • 59,083 kms (36,712 miles) • 1995 (N)

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911 GT3RS (997)

Orange • Black Nomex Bucket Seats Porsche Ceramic Composite Brakes Sport Chrono • Porsche Certificate of Authenticity • Rear Roll Cage Schroth Harnesses • 19" Black GT3 Wheels • 21,947 miles • 2007 (56)

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911 GT3 (996)

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911 Turbo (997 GEN II)

Carrera White • Black Leather Sports Seats • PDK Gearbox with Paddles Porsche Ceramic Composite Brakes Touchscreen Satellite Navigation Sport Chrono • 19" Turbo II Wheels 23,253 miles • 2010 (10)

£69,995



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GT Silver • Black Half-Leather Sports Seats • PDK Gearbox with Paddles 19" Centre Lock Wheels Sport Chrono • Previously Sold & Serviced by Paragon • 12,371 miles 2011 (11)

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Meteor Grey • Black Leather Adaptive Sports Seats • PDK Gearbox with Paddles • 19" Turbo II Wheels Sport Chrono • Previously Sold & Serviced by Paragon • 45,097 miles 2010 (10)

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Agate Grey • Black Leather Sports Seats • PDK Gearbox with Paddles Switchable Sports Exhaust 20" Carrera Classic Wheels Bose Sound System • 19,242 miles 2012 (62)

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911 Turbo (997)

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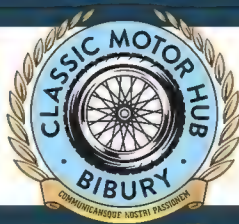
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1956 Connaught B-Type #B5.

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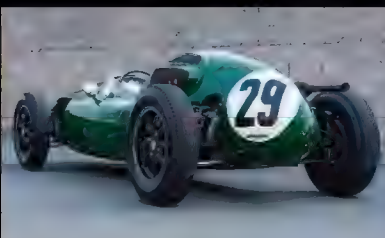


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The Cooper T43 was a Formula Two and Formula One racing car designed and built by the Cooper Car Company in Surbiton, England, for the 1957 season. First appearing in international competition at the 1957 Monaco Grand Prix in a factory-entered car for Jack Brabham, the T43 earned a significant place in motor racing history when Sir Stirling Moss drove the Rob Walker Racing Team T43 to win the 1958 Argentine Grand Prix, the first World Drivers Championship race win for a mid-engined Formula One car. The T43 is considered to be the car that started the F1 mid-engine revolution. The last appearance of the T43 in the World Championship was at the 1960 Italian Grand Prix.

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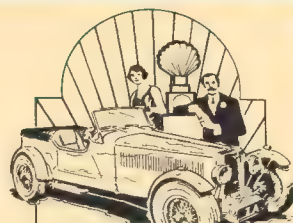


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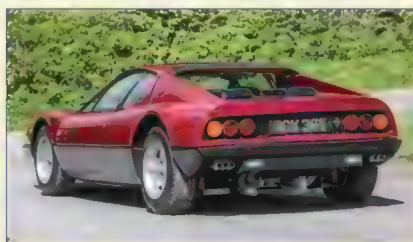
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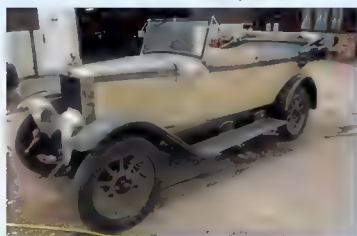
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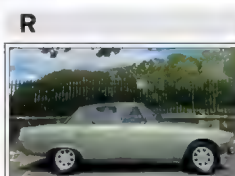
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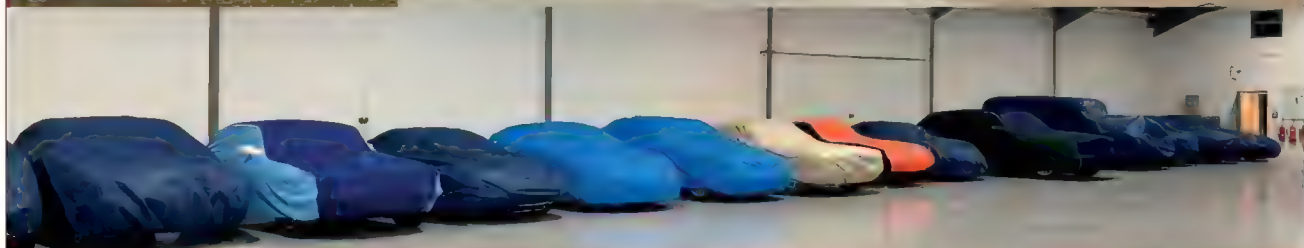
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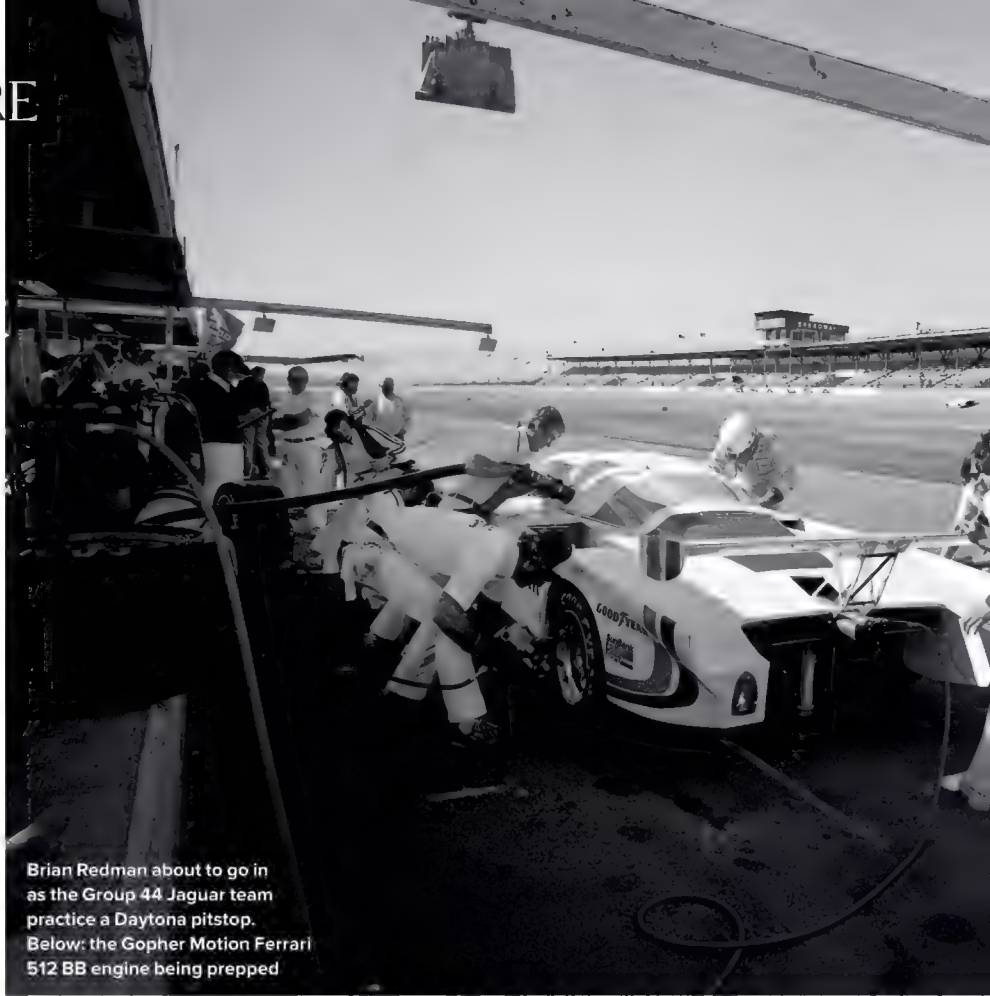
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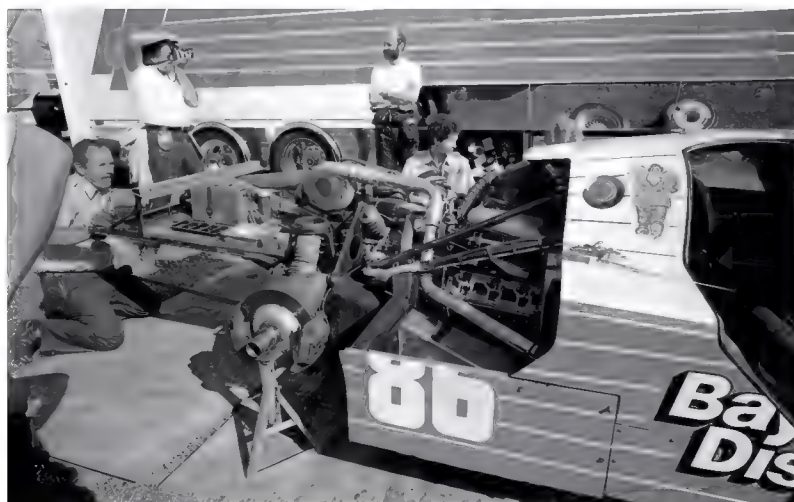
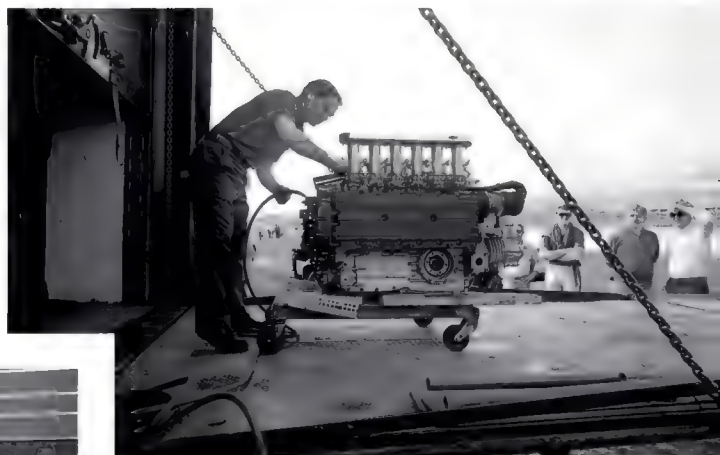


MEAN TIME
1974
Daytona 24 Hours



Brian Redman about to go in
as the Group 44 Jaguar team
practice a Daytona pitstop.
Below: the Gopher Motion Ferrari
512 BB engine being prepped

Porsche 962s of
Holbert Racing (14)
and Bob Akin Racing
tackle Miami's
Marina Hairpin. The
Löwenbräu car won.
Below: at Daytona
Henri Pescarolo gets
his picture taken
behind the Bayside
962 he was to share
with Thierry Boutsen
and Bruce Leven



PR photo time at the Daytona 24 Hours: the Group 44
Jaguar team assemble with its two V12 XJR-5 cars



Lee Musker relaxes in his Mercury 184Ti before the start of the Miami 3 Hours. He would finish the event behind front-runner Mark Donohue.



At the last minute Roberto Guerrero joined Jan Lammers in the March-Buick 85G promoting Jermaine Jackson's album. They'd finish ninth.

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If you have any images that might be suitable for *You Were There*, send them to: *Motor Sport*, 18-20 Rosemont Road, London, NW3 6NE, or email: editorial@motorsportmagazine.co.uk. Hi-res digital images preferred. Original images sent at owner's own risk. We can't return.

Winter in the Sunshine State

In 1985 **William B Tuttle** attended the first two IMSA rounds, the Daytona 24 and Miami 3 Hours, armed with his Leica Rangefinder



Miami Grand Prix meeting: Willy T Ribbs in his Roush Prototab Mustang rolls on 13 victories in the GTO class race.



JULY 18, 1981
SILVERSTONE, UK

McLaren crew Tyler Alexander (*seated*), Teddy Mayer (*left*), Ron Dennis (*centre*), Creighton Brown (*crouching*) and driver Andrea de Cesaris (*right*) await John Watson's victory at the British Grand Prix. It was McLaren's first Formula 1 World Championship victory since James Hunt at Fuji in 1977



GRAND PRIX PHOTO

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1963 Aston Martin Project 214 (Tool room copy). I have personally owned this car for the past 15 years, during which time I have raced it at numerous events which have included most of the European circuits as well as the Rolex Reunion at Laguna Seca in 2011 where we achieved wins in both races entered. It is as close to the original specification as is possible and eligible to compete in numerous high profile race series. Superb handling, enormous Torque and around 385 BHP. The sale will include a good spares package. **Please enquire**



1967 Aston Martin DB6 completely restored and re-modelled to concours standard by Goldsmith & Young to the specification of a short Chassis Volante, of which only 37 original cars were built. The new bodywork was built by Bodylines using original bucks and is finished in Steel Blue with Portland Grey hide interior and a dark blue mohair hood. All mechanical moving parts have either been replaced with new AM parts or rebuilt to the highest standard. This car has covered less than 600 miles since the rebuild so the engine which has been updated to 4.2 is barely "Run-in". The gearbox was completely rebuilt by BPA and the car is a delight to drive. **Please enquire.**



1961 Aston Martin DB4 beautifully restored to DB4 GT specification and finished in California Sage with Tan hide interior and virtually indistinguishable from an original GT. It is an original left hand drive motor car, built in 1961 and is currently registered in France. In 1991 the car was shortened to DB4GT length by Bodylines in Olney, the invoice for which is in the file. We have completely rebuilt the car including an upgrade to the engine by Oselli using a 12 plug cylinder head, long range fuel tank, a BPA rebuilt 4 speed box and 6" X 16" Borrani wire wheels. Accompanying this car is a comprehensive history file. **Please enquire.**



1958 Aston Martin DB MkIII in absolutely superb condition throughout. Owned for the past 20 years by a fastidious enthusiast during which time he spent over £80,000 on maintenance and sensible upgrades, all of which is documented in the vast history file that comes with this car. It has been recently been the subject of a back to metal repaint in the original Elusive Blue and a full re-trim using best quality Vaumol hides. It has a detailed engine bay and sits on perfect chrome wire wheels and is fitted with Overdrive. It is undoubtedly one of the finest and most exhilarating Feltham Astons that I have ever driven. **Please enquire**



1958 Aston Martin DB MkIII is finished in Midnight blue with tan hide interior. Sold by us in 2010 to the current owner, since when it has been in regular use including many visits to the Goodwood Revival and has been considerably improved in the past 11 years. Improvements have included a full repaint in 2019, an engine and gearbox and overhaul in 2014 which included an unleaded conversion and an axle rebuild in 2018. Hence during the past 11 years, something in excess of £60,000 has been spent. The car is in really nice condition and is a joy to drive and in our view this model of Aston Martin is still underpriced. **£235,000**



1955 Aston Martin DB2/4 finished in Burgundy with contrasting Tan hide interior. Undoubtedly one of the best DB2/4's that we have encountered for many years. This car was purchased by the current owner through Four Ashes Garage in January 2010 and specifically built to provide civilised fast road capabilities as a car for European touring. The restoration included a full engine rebuild to with a new Vetus cylinder block, a MkIII crankshaft and a gas flowed cylinder head with DB3S cams. I can confirm that it has quite exceptional in performance and yet docile in traffic when required. The cosmetic finish of the car is quite exemplary including the engine bay and Interior. Taking Covid 19 into account, our client has recently instructed us reduce the asking price to **£185,000**



1961 Aston Martin DB4 Srs III finished in an interesting shade of British Racing Green with beige hide interior. Acquired by the current owner in 2004 as part of an interesting collection but virtually unused for the past 13 years. Not exactly a "Barn Find" as with a little fettling we have the car up and running well with excellent oil pressure and no nasty noises. We have dismantled and reassembled the braking system which is now working well and whilst not necessary by law, the car now has a fresh MOT certificate. The interior trim is very acceptable but the bodywork will require some attention, hence well priced at only **£325,000**



1966 registered Aston Martin DB5 finished in Navy blue with black hide interior and owned by the current owner since 1992. The car has been regularly used and impeccably maintained throughout. On driving the car it immediately became obvious that the engine has more power, derived from a slightly increased cylinder capacity and the car is fitted with a Harvey Bailey handling kit. For much improved road holding. The 5 speed ZF manual transmission has been completely overhauled and the Salisbury rear axle has been rebuilt with a 3.71 limited slip diff. The distributor has also been rebuilt by Hella and is now fitted with a twin Lumination Ignition system and fitted with a Rev limiter. During the past 6 months it has been the subject of a further £20,000 worth of expenditure, taking this car to another level. **Please enquire**

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